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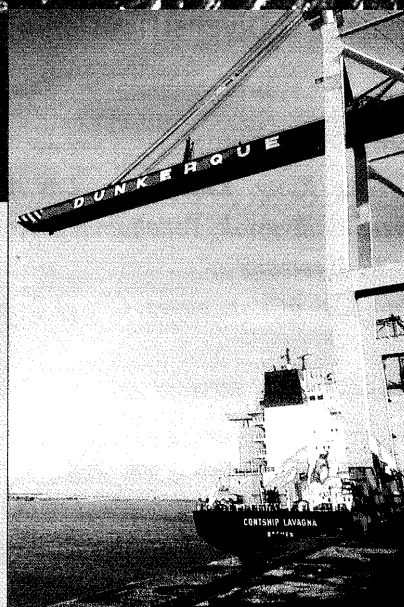
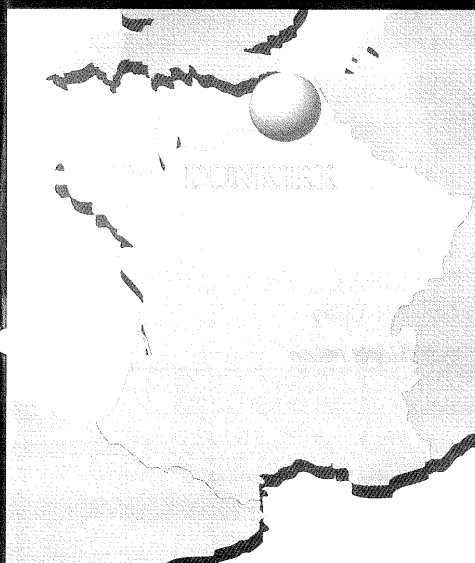
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**March
1998
Vol.43
No.2**

PORT OF DUNKIRK

**New Orleans ready to
welcome IAPH mid-
term Exco meetings
26 April - 1 May 1998**

Vue Generale du Site de Dunkerque



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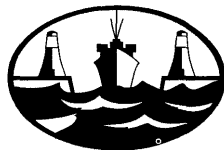
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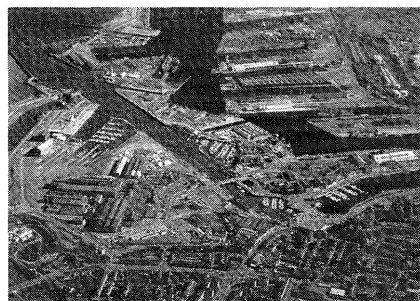
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Port of Dunkirk

THE third French port, Dunkirk, recorded a total throughput of 36.5 million tons and growth of 5% in 1997. Related article on page 22.

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TT05	Transshipment & Transit - Transport Conference & Exhibitions - The future as an asset or liability	18th - 19th February, 1999	2 Days	London U.K.
MD06	1st Millennium Dry Port Conference & Exhibitions - Decongesting the congested port. The Untapped Resource.	25th - 26th February, 1999	2 Days	London U.K.
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IAPH ANNOUNCEMENTS AND NEWS

Mid-term Exco in New Orleans: Meeting Schedules Updated

THE Tokyo Head Office has asked the chairmen of the respective Technical and Internal Committees to inform the office of Mr. Ron Brinson at the Port of New Orleans, our host for the mid-term Exco meetings, as to whether or not they plan to hold their committee meetings in conjunction with the Exco meetings to be held on 30 April and 1 May in New Orleans.

The latest situation of the New Orleans gathering is outlined below.

Program of the New Orleans Meeting (as of 19 February, 1998)

Venue: The New Orleans Hilton Riverside Hotel, New Orleans, La., USA

Host: The Board of Commissioners of the Port of New Orleans

Sunday 26 April 1998: Arrival of delegates

Monday 27 April 1998

- 0900/1200 Finance
- 0900/1200 Dredging Task Force
- 0900/1200 Port Communications
- 1000/1200 Cargo Operations - Session 1
- 0900/1200 Technical Committees (reserve)
- 1400/1700 Combined Transport & Distribution
- 1400/1700 Ship Trends
- 1400/1700 Joint Port Safety & Environment/Marine Operations
- 1400/1700 Port Planning & Construction
- 1400/1700 Technical Committees (reserve)

Tuesday 28 April 1998

- 0800/0900 Meeting of Coordinating Vice Presidents and Chairmen of the respective committees (a working breakfast)
- 0930/1200 Cargo Operations - Session 2
- 1000/1200 Meeting of President and Vice Presidents
- 0930/1200 Technical Committees (reserve)
- 1200/1400 Meeting of the IAPH/IMO Interface Group (a working lunch)
- 1400/1700 Meeting of the Working Groups of the IAPH 2000 Special Task Force
- 1400/1700 Joint Port Safety & Environment/Marine Operations
- 1400/1700 Technical Committees (reserve)
- 1900 Reception hosted by the IAPH President

Wednesday 29 April 1998

- 0800/0900 Constitution & By-Laws
- 0900/1200 Meeting of the IAPH 2000 Special Task Force
- 1200/1600 Lunch at Mississippi River Nashville Terminal to be followed by a technical port tour
- 1730/1900 Reception hosted by Nesser, King, LeBlanc/Port of New Orleans

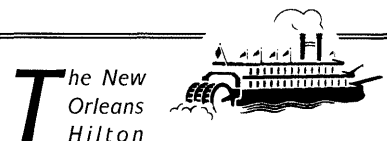
Thursday 30 April 1998

- 0830/1000 Finance/Membership Joint Meeting
- 1015/1230 Exco Meeting - Session 1
- 1400/1700 Exco Meeting - Session 2
- 1900 Reception and Dinner hosted by Port of New Orleans

Friday 1 May 1998

- 0900/1200 Exco Meeting - Session 3
- 1400/1700 Exco Meeting (reserve)

Contact person: Mr. Jim Reese, Director Communications, Port of New Orleans
Fax: (504)528-3412 E-mail: JIM@portno.com



The New Orleans Hilton

Riverside (Address: Poydras at the Mississippi River New Orleans, LA 70140, USA) is a 1600-room hotel connected via the Riverwalk to the New Orleans Convention Center, and just steps away from the French Quarter, Superdome and the Aquarium of the Americas.

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Schedule for the Guest/Spouse Program

Tuesday 28 April

New Orleans City Tour (0900 - 1200)
Natchez Riverboat Mississippi River tour (1400 - 1600)

Wednesday 29 April

Morning Walking Tour of the French Quarter, including lunch in the French Quarter

Thursday 30 April

Mississippi River Plantation Tour (all day) including lunch

Upon arrival IAPH guests and spouses will be asked to sign up for the tours they wish to experience.

Reservations should be made before 26 March 1998

According to Mr. Jim Reese of New Orleans, as of February 6, the HILTON HOTEL had received 11 reservations. All members are encouraged to contact the HILTON and make their reservations directly. The deadline for making reservations is 26 March 1998. Because of other conventions and the Jazz Fest in town that week, if IAPH members do not make reservations with the Hilton in a timely manner, they will be unable to make other reservations.

New Appointments

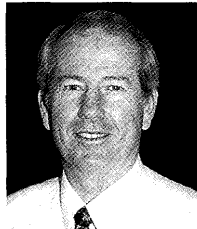
AT the initiatives taken by the respective committee chairs, the individuals listed below have been newly appointed by President Smagghe recently.

Port Planning & Construction Committee

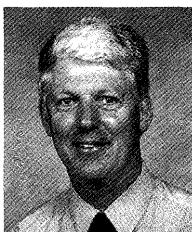
(chair: Mr. Philip Ng, Singapore)



Mr. John Hayes
Executive Officer
Policy & Planning
Sydney Ports



Mr. Ian Hutton
General Manager
Port Hedland Port
Authority



Mr. Barry Berwick
Executive Manager
Engineering
Business Unit
Townsville Port
Authority



Mr. John Barraclough
Manager
Asset Strategy
Fremantle Port
Authority

Mr. Mike Bartlett

AAPMA (General Manager, Seaport,
Cairns Port Authority)

Mr. Peter Ochota

AAPMA (Division Manager, Asset Management,
Port Corp. South Australia)

Legal Protection Committee

(chair: Mr. Bruno Vergobbi, Dunkirk)



Mr. Jean Mongeau
Vice President,
legal Affairs, and
Secretary
Port of Montreal

Trade Facilitation Committee

(chair: Mr. Emili Arbós, Barcelona)



Mr. Alan Long
Port of Felixtowe
Limited

TOR for the Trade Policy Committee Updated

AT its meeting by correspondence held on 1 October 1997 (the circular dated 1 September), the Board of Directors approved the Terms of Reference (TOR) for the 12 Technical Committees. However, concerning the Sea Trade Committee chaired by Lillian Borrone (New York/New Jersey), it was the Committee's proposal to rename it the Trade Policy Committee. This change was also referred to the Board by a circular dated 10 September 1997.

When the President and Vice Presidents met in Marseilles last October, they found that some overlapping remains in the TOR of the other Committees. Dr. Akio Someya (Nagoya), 2nd Vice President of IAPH and the officer in charge of coordination with the Committees in the Trade Affairs Group, canvassed the views of the chair of the Trade Policy Committee and those of Mr. Goeff Vazey (Auckland), a member of the Special Task Force IAPH 2000 chairing its Structural and Technical Working Group, and as a result the Committee and the officers agreed to make further amendments to the TOR following their approval by the Board.

On 4 February 1998, the Secretary General circulated a letter to the Board members seeking the Board's approval of the updated version of TOR which is outlined below.

IAPH TRADE POLICY COMMITTEE

(formerly Sea Trade Committee)

Chairperson: **Lillian Borrone**,

The Port Authority of New
York & New Jersey

(TOR as approved by the Board on 1
October 1997)

- to implement statistical guidelines developed by the Committee;
- to explore trade policy issues that may affect members of the Association such as Customs capacity, short sea shipping as opposed to land transportation and commercial regulations concerning ocean shipping;
- to advise the Association on trends and issues of international economic policies related to ports and harbors; and

- to develop educational programs in association with other committees related to these terms of reference.

TOR as proposed for the amendment

- to implement statistical guidelines developed by the Committee;
- to explore trade policy issues that may affect members of the Association such as customs capacity, short sea shipping as opposed to land transportation and commercial regulations concerning ocean shipping; and
- to analyze trends and issues concerning international economic policies related to ports and harbors.

Note: The last item, in which the wording "educational programs" is used, has been deleted in view of possible confusion in regard to the work conducted by the Human Resources Committee, which also deals with educational programs.

Introducing Joseph E. LeBlanc, Jr. IAPH Legal Advisor

SINCE the early '80s, Mr. Joseph E. LeBlanc, Jr., a New Orleans-based lawyer, has been serving as IAPH Legal Advisor, and has acted as a member of the IAPH delegation to the IMO meetings of LC 1972 under successive chairmen of the IAPH Dredging Task Force, first the late Col. Herbert Haar, then Mr. Dwayne Lee and now Dr. Geraldine Knatz. His name has often appeared in IAPH observer's reports, most recently in the that featured in the January-February issue, but without his photograph.

It was after the January-February issue had gone to press that the Tokyo Head Office received a portrait photo of Mr. LeBlanc, Jr. from his law firm NESSER, KING & LEBLANC, LLP. Mr. LeBlanc, Jr., in his letter to the Secretary General of IAPH says, "It has been my pleasure to work with IAPH and its member ports, and I look forward to our continued work together in the future."



IPD Fund: Status Report on the fund-raising campaign - No fresh donations in two months -

SINCE our last announcement of the progress in the on-going fund-raising campaign in the previous issue, we regret that we are unable to announce any increase in the total amount of the funds so far contributed. Let us hope that we can feature an additional list of contributors in ensuing issues of this journal, and thus let us once again appeal to all members for the support of the fund-raising campaign, which has so far cleared only 20% of the targeted amount of US\$70,000.

List of Contributors to the Special Port Development Technical Assistance Fund

(as of 10 February 1998 - in order of receipt at the Tokyo Head Office)

ORGANIZATION	COUNTRY	US\$
Georgia Ports Authority	USA	1,500
Bintulu Port SDN BHD	Malaysia	1,000
Ports of Auckland Ltd.	New Zealand	500
Fremantle Port Authority	Australia	250
Port Services Corporation	Oman	985
Associated British Ports	UK	1,000
Nanaimo Harbour Commission	Canada	250
Japan Cargo Handling Mechanization Association	Japan	240
South Carolina State Ports Authority	USA	750
Mauritius Marine Authority	Mauritius	1,000
Overseas Coastal Area Development Institute of Japan	Japan	1,000
Port of Rotterdam	the Netherlands	1,000
Port Authority of the Cayman Islands	Cayman Islands	500
Kuwait Oil Company (KSC)	Kuwait	750
Port of Copenhagen	Denmark	1,000
Saeki Kensetsu Kogyo Co. Ltd.	Japan	235
Marine Department, Hong Kong	China	500
Port of Montreal	Canada	1,000
Port Authority of Thailand	Thailand	100
Tanzania Harbours Authority	Tanzania	1,000
Port of Kobe	Japan	3,000
Japan Academic Society for Port Affairs	Japan	237
Sydney Ports Corporation	Australia	500
WorldCargo News	UK	100

Total:

18,397

Obituary

Col. Herbert Haar, Jr.



THE IAPH Head Office was shocked to learn from the AAPA ADVISORY dated January 12, 1998 that Col. Herbert Haar, Jr. passed away on December 30 at a Washington, DC area hospital. He was 74 and had been living in Chevy Chase (Md).

Col. Haar, a retired Army Corps of Engineers officer and former Deputy Executive Director of the Port of New Orleans, served as chairman of the IAPH Dredging Task Force (1981-1991) and represented IAPH at major meetings of the London Convention. He was at the forefront of IAPH and AAPA initiatives concerning IMO meetings of LC1972. Throughout his tenure, he produced numerous reports on behalf of IAPH, with their recommendations and supporting documentation eventually entering into the records of the LC scientific reports. His achievements include the acceptance of LC's scientific group of the IAPH position paper, 'the Special Guidelines for Ocean Disposal of Dredged Material', which was a major breakthrough in achieving better treatment of dredged materials.

In 1991 at the 17th World Ports Conference of IAPH held in Spain, he was made an Honorary Member. He was also elected an AAPA honorary member that year.

IAPH Secretary General Mr. Kusaka sent a letter of condolence to Mrs. Haar through Mr. Ron Brinson, President and CEO of the Port of New Orleans, and expressed the deep appreciation of IAPH for the outstanding contribution Col. Haar made to the work of IAPH.



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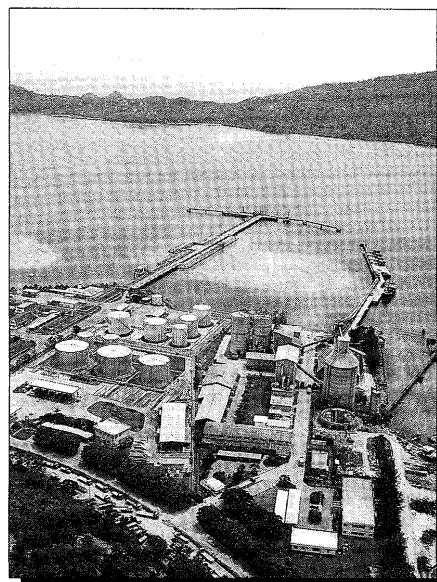
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Nagoya 455-0847
Mailing Addressee: Dr. Akio Someya, President
Tel: 81-52-398-1033
Fax: 81-52-398-1035

Changes

Port of Brisbane Corporation [Regular] (Australia)
They have been moving from its city office to new headquarters at Fisherman Islands recently.
Street Address: Sandpiper Avenue, Fisherman Islands
Queensland 4178
Postal Address: Locked Mail Bag 1818, Wynnum
Queensland 4178

Port of Long Beach [Regular] (U.S.A.)
Mailing Addressee: Mr. Richard G. Steinke
Executive Director

Port of Miami [Regular] (U.S.A.)
Mailing Addressee: Mr. Charles Towsley
Port Director

Corrigenda to the Membership Directory 1998

Due to an oversight on the side of this office, the country number involving the Port of Dalian was erroneously indicated as 886 in the 1998 edition of IAPH Membership Directory on page 62. We apologize to the Port of Dalian for this error and hereby reproduce the original entry as follows: (IAPH Head Office)

Port of Dalian Authority (China)
Address: 1 Gangwan Street, Zhongshan District
Dalian 116004
Mailing Addressee: Mr. Gao Lian Bin
Director, Foreign Affairs Office
Tel: 86-411-2637873
Fax: 86-411-2807148
E-mail: dgtxc@pub.dl.inpta.net.cn
Port Director: Yuan Fu Xiu

IAPH Trade Facilitation Committee MINUTES OF THE MEETING (summary) 23 October 1997

by **Emili Arbós, Chairman**

Trade Facilitation Committee, IAPH
Port of Barcelona

Present:

Chairman: Emili Arbós, Port of Barcelona Authority
Santiago Milá, Port of Barcelona Authority
Paul Scherrer, Port of Le Havre
Ian Flanders, Port of London Authority
Assemian Kablankan, Port of Abidjan
Aurel Carp, Constantza Port Administration
Bruno Carpentier, Port of Marseilles
Volkhard Erdelbrock, DAKOSY (Hamburg)
Bernard Guerra, World Trade Centers Association
Luis Tuñí, International Trade Center Barcelona
Josep Oriol, Port of Barcelona Authority

Agenda & Opening Remarks

The Chairman welcomed everybody to the meeting and introduced the President of the Port of Barcelona Authority, Joaquim Tosas, who expressed sincere thanks to everybody for attending the meeting and also voiced his hope that good progress in the valuable work of the Committee would be made during the Barcelona meeting. The President assured the Trade Facilitation Committee of the continued support from the Port of Barcelona Authority.

After this brief greeting from the President of the Port of Barcelona Authority at the Port of Barcelona Head Office, the TFC members moved to the office where the meeting was going to take place.

Presentations on Trade Facilitation Developments

The Chairman introduced Bernard Guerra from the World Trade Centers Association who made a brief presentation on the Trade Card system.

Bernard Guerra explained that the Trade Card system is intended to be the first global credit card for international trade through a pc software application that enables exporters and importers to contact each other through a global network. It is a program for obtaining lines of credit for importers to effect guaranteed payments directly to exporters and also a system that allows for third party compliance with the requirements of buyer and seller.

After the presentation which was supported by several slides and

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prompted discussion by Trade Facilitation Committee members the Chairman thanked Bernard Guerra for his very comprehensive insight into the subject.

The Chairman then introduced Josep Oriol (Port of Barcelona Authority Information Systems Chief Executive), who described the main aspects of the information systems at the Port of Barcelona Authority and briefly summarized the main functions of the COMPAS system.

The Chairman thanked Josep Oriol for his presentation and moved to the next point of the agenda. Suggestions or amendments to the agenda were requested. As there were no suggestions, the agenda was approved without further comment.

Reports to the Committee

The TFC Chairman reported apologies for absence received from other members of the Committee, particularly Eric Lui, John Hirst, Rick Pearce, Hiroshi Koike, Marielle Stumm, Larry Sposi, Michael Vassiliades and Claude Mandray.

The minutes of the last meeting (London 31 May 1997) were accepted.

The Chairman then referred to the new Trade Facilitation Committee Terms of Reference recently approved and commented that the TFC Chair had informed the IAPH Secretariat that the TFC Terms of Reference should also include the following paragraph: *"To follow new electronic commerce developments linked to port activities"*.

Membership of the TFC

The Chairman announced that Mendi Zaltzman, former Port Manager at the Port of Haifa of Israel, has been replaced by Moshe Noshe, who is now the representative of the Port of Haifa at the TFC.

The Chairman also asked that any new E-Mail addresses should be included in the TFC membership list. Ian Flanders and Paul Scherrer provided their new E-Mail addresses.

IAPH Information Technology Award

Santiago Milá advised the meeting that according to the discussions held during the Hamburg and London meetings, the TFC Secretariat had suggested to the IAPH Secretariat that a second category of the IT Award for non-port organizations should be established.

Santiago Milá then read the TFC proposal included in the letter dated 29 July and asked if the TFC members agreed with the proposals included in the letter. If so, a final draft proposal would be transmitted to the IAPH Secretariat.

Ian Flanders suggested some amendments to which all TFC members agreed, regarding the name of the award and some aspects concerning the brochure for the award. Among other items he suggested the following schedule for the 1999 IT Award:

- Publicity of the Award: spring 1998
- Deadline for entries: 31st December 1998

Information Model

Emili Arbós reported that as discussed and agreed at the previous TFC meeting the Secretariat has contacted COST 330 in order to get the questionnaire COST 330 and see if it can be adapted for use among all IAPH members.

Traffic Statistics Service

The Chairman confirmed that, as discussed during the Hamburg meeting, the TFC had suggested to IAPH the establishment of an IAPH Statistical Service including as much information as possible on traffic statistics of all IAPH members. The TFC Secretariat has received an extensive answer from the IAPH Secretariat with an attachment providing the Sea Trade Committee Cargo Statistics Guidelines.

The Chairman asked the TFC members if the TFC should continue with this proposal, change it or forget it. Several members commented



Trade Facilitation Committee meets in Barcelona – 23 October 1997

their on concern about the establishment of such a service, particularly regarding the needs for the standardization and provision of information.

The TFC members decided to go ahead with this matter and the TFC Secretariat will continue to make several proposals to the IAPH Secretariat concerning the exchange of traffic statistics. The exchange of information should be based on limited traffic statistical data.

Regional and Information

Technologies Developments

Ian Flanders provided information about the EDISHIP project carried out by twelve of the largest shipowners in the world.

Santiago Milá reported on the latest developments of the Bolero project.

New Electronic Commerce Developments

Santiago Milá informed the group about the two papers included in the dossier which he believes are very important for the future development of electronic commerce.

The Chairman introduced the proposal for an electronic commerce seminar organized by the Trade Facilitation Committee and said that during the TFC meeting held at the IAPH London Conference it was decided that an electronic commerce seminar for the port sector should be organized.

This seminar would be divided into three sections: one dedicated to electronic commerce and EDI in the port community; the other dedicated to electronic commerce and the Internet and a third one dedicated to the legal framework and security measures concerning electronic commerce.

Involvement with other Organizations

Santiago Milá then reported on the latest developments at CEFAC and particularly about the establishment of the Working Groups on electronic commerce, international trade procedures and legal affairs. He advised that, as head of the Delegation, he could suggest nominations for the various Working Groups and therefore asked if anyone wanted to be nominated for any particular group, in which case he would support the nomination.

Mr. Milá explained about the UNCITRAL model law on Electronic Commerce. He informed the group that the United Nations Commission on International Trade Law has completed work on a model law that supports the commercial use of international contracts in electronic commerce. This model law establishes rules and norms that validate and recognize contracts formed through electronic means, sets default rules for contract formation and governing of electronic commerce performance, defines the characteristics of valid electronic writing and an original document, provides for the acceptability of electronic signatures for commercial purposes, and supports the admission of computer evidence in courts and arbitration proceedings.

MOU with the WCO

The Chairman reported on the proposal for a MOU with the WCO regarding commercial fraud. He believes this MOU is an ideal framework for combatting against such unlawful acts and that IAPH should sign it. All TFC members agreed with the contents of the MOU with the WCO and supported the work of the IAPH in this field.

Special Task Force IAPH 2000

Everybody expressed a great interest on the IAPH Special Task Force 2000, and in the paper about it included in the dossier for the meeting.

Arrangements for the Next Meeting

Paul Scherrer invited the TFC members to meet in Le Havre in February/March 1998.

The meeting closed at 19.00 on the 23 October.

Combined Meeting of IAPH Committees on Port Safety & Environment and Marine Operations

By P.C. van der Kluit

Chairman, IAPH Committee on Port Safety & Environment

Sheraton Hotel, Perth, Australia, 2 and 3 December 1997

THE meeting was attended by 22 people. Apologies for absence were received from five Committee members, who expressed their regret at being unable to be present. The absence of Mr. Ian Dale, Chairman of the Marine Operations Committee, was noted with regret.

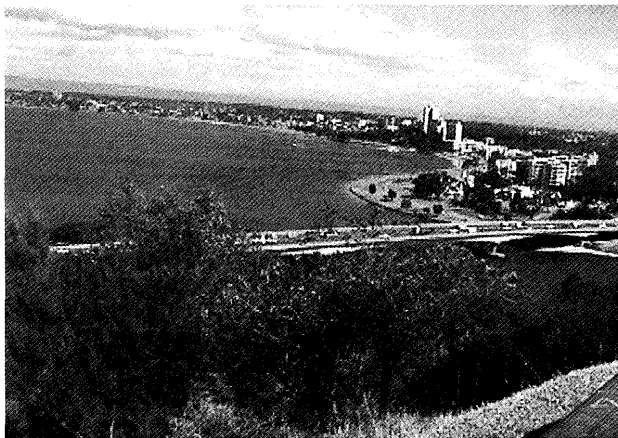
The meeting was opened with a special word of thanks to Ian Baird, recently retired from his post as General Manager of Port Hedland Port Authority, and John Hirst, Executive Director of the Australian Association of Ports and Maritime Authorities (AAPMA), and their staff for all the preparatory work they had done.

IAPH's President, Mr. Jean Smagghe, had sent the Chairman a letter in which he wished the participants a very fruitful meeting and a great time.

Among the many issues discussed the following are worth mentioning in this article.

Establishment and operation of reception facilities, including financing mechanisms

The Committees were informed that the SPI Working Group of IMO, during FAL 25 (30 June to 4 July 1997), considered a draft report of the IMO Correspondence Group which had analyzed the returns of the IAPH questionnaire on the establishment and operation of reception facilities including funding mechanisms. The Correspondence Group has subsequently been charged with the revision of Chapter 11 of the Comprehensive



3 IAPH Committees jointly meet in Perth, Australia

Manual on Port Reception Facilities for consideration by MEPC 42 in November 1998.

IAPH's input to the Correspondence Group will be based on the contents of the MARPOL position paper, which was endorsed at the London Conference in June 1997.

The chairman of the Correspondence Group has indicated that he will try to provide his first draft report to MEPC 42 in time for discussion in the Committees and final consideration by EXCO at the forthcoming mid-term conference in New Orleans in April 1998.

The Committees endorsed the draft outline of the contents of the new Chapter 11, which had been circulated as a supporting document (Annex 2 of MEPC 40/5/5).

The use of TBT on ships' hulls

The Committees considered the final

submission of MEPC's Correspondence Group in which IAPH participates and which had been circulated as a supporting document (MEPC 40/11).

Important elements of the proposal are mandatory measures to reduce and eventually eliminate the use of TBT paints (a period of 10 years is suggested). The Committees are supportive of

this course of events since TBT is known to have an adverse effect on the quality of dredged soil, making it impossible to dump it at sea and necessitating expensive storage in special depots.

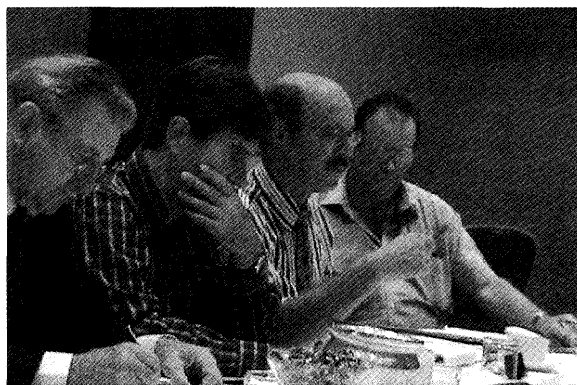
Aquatic organisms in ballast water

IMO is developing a regulatory framework for ballast water control. This will most probably result in a new Annex to Marpol.

IAPH has been concerned to ensure that the concept of providing shore reception facilities for ballast water is not seen as an answer to the problem, given the vast quantities involved and the impossibility of providing the necessary infrastructure in ports to cope with these quantities.

Implementation of IMO instruments and related training requirements

This item was verbally introduced by Mr. A.J. Smith. He referred to the large number of IMO instruments having a port connotation and the necessity of their proper implementation. He referred to the need for adequate training facilities for port personnel and the need to train personnel in our ports' hinterland. It is also important, for example, that a container which is loaded in the hinterland for overseas transporta-



From left, Robert Buchanan, John Hirst, Peter van der Kluit and Ian Baird



Port Safety & Environment/Marine Operations Committees

tion complies with the IMO regulations regarding stowage.

It was agreed that this was a particularly urgent matter which needed attention by the relevant IAPH Committees, acting individually according to their respective expertise and jointly with the Committee on Human Resources.

Availability of qualified port marine personnel

One of the conclusions of the 4th International Conference on Safety in the Port Environment, Bremen, 14-16 April 1997, was that a shortage of qualified port marine personnel is expected in the not too distant future.

The discussion on this issue gradually broadened into a discussion on the quality of port personnel in general.

The general view was that ships and crews are becoming more and more advanced, as a result of the introduction of the ISM Code scheduled for July 1998. It is expected that owners of these high quality ships will want to ensure that, when their ships are handled in ports, this is done by equally competent shore personnel. There is a need for in house training of ship/port personnel to agreed standards. The Port of Fremantle has already carried out something similar and will make details available. The Committees should develop basic views and at a later stage seek co-operation with other international organisations. A paper should be prepared in due course for consideration by the IAPH/IMO Interface Group.

Tug assistance in port waters

This item is on the agenda of IMO's SPI, and IAPH has been asked to provide information on the present situation in the member ports. The meeting was informed of the availability of a recently published book "Tug Use in Port, a Practical Guide", which reflects the findings of a comprehensive study by a former Rotterdam pilot that was based on a world wide survey. It is suggested that the study results may be suitable for IMO/SPI use. A copy of the book was handed to SPI's Chairman, Capt. H.J. Roos, who attended the meeting as representative of IHMA. He will investigate whether the contents of the book are indeed suitable, in which case a worldwide survey by IAPH would no longer be necessary.

Dry Bulk Carrier Safety

IMO recently approved a Code of Practice including a Ship/Shore Safety Checklist. Their use is intended to

improve the safety of dry bulk carriers, which have been the subject of serious accidents involving many casualties in the past.

In order to gradually improve the contents of the Code of Practice even further, IAPH is involved in the activities of an Inter Industry Working Group. This Group has issued a number of world-wide enquiries among terminals and ship owners in order to obtain information on possible bottlenecks in the ship/shore interface.

Since an earlier enquiry by IAPH among dry bulk terminals showed geographical gaps, a new questionnaire will now be sent to carefully selected terminals in those areas which were not covered previously.

In contacts with terminals, it has become apparent that very few had been informed or consulted by their national administrations about the development of the Code of Practice and the Ship/Shore Safety Checklist. The Committees regret this break down in communications between national governments and the relevant parties in industry, and possible means of remedying this will be investigated.

Aspects of Port State Control

Different systems of PSC are in place in various regions of the world. In the European Union the Commission is active in streamlining the implementation of PSC procedures and ensuring that existing anomalies are eliminated.

In an African context a Memorandum of Understanding (MOU) is being developed for the Indian Ocean area. It is expected to be signed towards the end of 1998. Once implemented it will reduce the number of sub-standard ships. However, it is feared that it will increase the number of detentions. To solve problems arising from this, a dialogue between ports and their national governments is necessary.

Concern was expressed that the information generated by PSC inspections is stored in computer databases which are not accessible to ports, although they contain valuable data which could be used for safety purposes. Unfortunately, members of the Paris MOU have so far refused ports access to PSC information.

The meeting was informed that members of the Tokyo MOU maintain an intensive system of information exchange. Members also participate in each others courses.

The IMPA representative told the meeting that IMPA's Code of Conduct requires a pilot to report deficiencies

which he becomes aware of when piloting a vessel.

The meeting concluded that there is a need to open discussions with PSC Authorities with the aim of developing a proper communication system between these authorities and ports on ships with a bad performance history.

Note: At the time of writing this article, it became known that the French Government provides information on the Internet on ships which have been detained in the previous six months. There will be an investigating as to whether other Governments do this as well.

Emergency preparedness and response

Based on the document which was approved at the London Conference, Mr. Hirst had prepared an expanded document which contained a number of examples of risks to ports and the way they could be addressed. With some minor editorial amendments, the document was endorsed by the Committees.

The paper will be submitted to EXCO in New Orleans for endorsement, after which it can be issued as a Port Guidance Document.

Pilotage pre-planning

The Committees discussed a policy statement for IAPH, a joint EHMA/IHMA point of view and a suggested approach by Intertanko. After ample discussion it was agreed that the views of EHMA and IHMA should be supported. Intertanko was informed of this.

Cost (Recovery) of Aids to Navigation

The meeting discussed the various ways in which the costs of aids to navigation are recovered.

Participants were also informed about the results of the discussion in IMO's MSC 68 on this issue (MSC 68/23, majority views). The meeting endorsed the views as they appear in the report of MSC 68 and, in short, suggested that no special tax should be levied.

It was decided to bring this to the attention of the EXCO meeting in New Orleans in April 1998.

Co-operation between IAPH and PIANC/PEC

This subject was discussed with the chairman and members of the Port Planning & Construction Committee.

The Chairman of the Port Planning & Construction Committee, Mr. Ng from Singapore promised to consult his mem-

bers on this issue and report back to Mr. Smith.

Date and venue of next meeting

The next meeting of both Committees will take place in New Orleans on 27 and 28 April 1998, prior to the mid-term

meeting of EXCO. Details will be circulated to the members well in advance.

A special word of thanks is due to all attendants for their valuable contributions to the discussions and, in particular, the main organisers of this successful event: Mr. Hirst and Mr. Baird.

IAPH Committees in Perth, more than only meetings

A personal impression by Peter van der Kluit

MEMBERS of the Committees on Port Safety & Environment, Marine Operations and Port Planning not only look back on successful meetings in which a large number of issues were discussed. There is much more to remember. The Australian hosts had gone out of their way to make the visit to Australia for the participants as memorable and worthwhile as possible. They proved beyond any doubt that the stories of warm Australian hospitality are not a legend at all.

It began on arrival at the Perth Sheraton Hotel. The Australian Association of Ports and Maritime Authorities (AAPMA) hosted a cocktail party on Sunday evening, 30 November. This sign of hospitality made all feel very welcome and was greatly appreciated by the visitors, most of whom had travelled some 24 hours or more to reach Perth.

Monday, 1 December was dedicated to a seminar organised by AAPMA in which a number of very interesting papers were presented. I understand that the director of AAPMA, John Hirst, has provided Head Office with details of this event.

Dinner on this day was served at Sails Restaurant on the Indian Ocean at Fremantle, which meant a pleasant coach drive down the coast and arrival coinciding with a breathtaking view of the sunset. An excellent meal with the best of Australian wines made this an evening not likely to be forgotten.

The first day of our meetings was concluded by a dinner hosted by Port Hedland in the award-winning Chantarelle Restaurant in Perth. Indeed an excellent choice, for which all credit goes to the former General

Manager of Port Hedland, Ian Baird.

On Wednesday, 3 December, the meetings were concluded at lunchtime, just in time for the participants to board a coach to Fremantle, where Harbour Master Captain Eric Atkinson and many others from the Port of Fremantle welcomed us on board the port's multi-purpose launch for a tour of Australia's biggest general cargo port. After a few very interesting hours on board, another exciting event had been organised: a

visit to Fremantle's marina, where all the yachts participating in the Whitbread Round the World Race were in dock between two legs of the race.

On Thursday, 4 December, some of the participating members paid a visit to the largest ore port in the world, Port Hedland. This meant getting up very early to catch the 6.20 flight from Perth to Port Hedland. It turned out to be a very busy day. The newly-appointed General Manager, Ian Hutton and Harbour Master Captain Baker had organised a programme full of exciting visits. The most memorable was the helicopter flight over the port, providing an excellent aerial view over the exten-

sive and impressive iron ore facilities. Very impressive was the view of the construction of the Direct Reduced Iron/Hot Briquetted Iron Plant, which is the largest construction project taking place in Australia at

the moment. The helicopter trip was later followed by visits to these facilities.

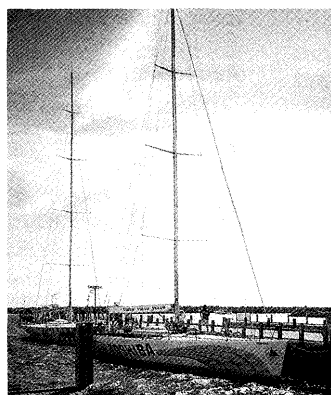
Prior to the departure back to Perth the delegates were taken to home of Peter Hardie, Chairman of the Port Hedland Port Authority, for a taste of traditional "Aussie Billie Tea". Surely an occasion that will not be forgotten.

All in all, it had been an exciting week and I think I may speak on behalf of all participating members of the Committees when I express warm feelings of friendship and gratitude to Ian Baird and John Hirst, and through them to all the Australian colleagues who made our stay such a memorable one.

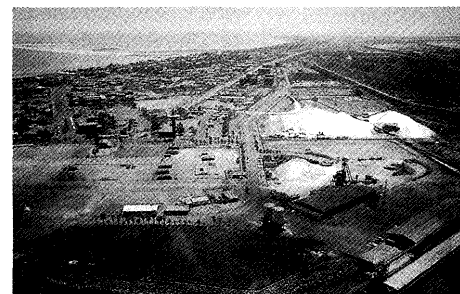
Indeed, Australian hospitality is not a



Fremantle port tour



Fremantle Whitbread race ships



Port Hedland

Report on the Port Planning & Construction Committee Meeting

held on 2 December 1997 in the Sheraton Hotel, Perth, Australia

By Philip Ng

*Chairman, the IAPH Port Planning & Construction Committee
SPECS, PSA Corporation*

THE meeting was hosted by the Port Hedland Port Authority and the Association of Australian Ports and Marine Authorities (AAPMA) and attended by representatives from Japan (1), China (1), Australia (7) and Singapore (1). The agenda of the meeting is attached. It was prepared based on an agreement in the last meeting held in London on 31 May 1997 to further deliberate the papers/topics as listed.

Mr. John Hayes from Sydney Ports Corporation presented the first paper on "Master Plan for Port Development". This paper (which was published in the January-February issue of "Ports and Harbors") gives a detailed background of the various stages of development of the 2020 Port Master Plan for Sydney starting from the year 1788 when the British colonists established a settlement at Sydney Cove. It emphasizes on the importance of planning to cater for the future needs of the port and to meet its challenges ahead including its compatibility with the surroundings. There is also a need to incorporate in the Master Planning team representatives from the private sectors and govern-

ment agencies which could contribute to the future planning of the port. The Master Plan has to be updated regularly to keep track of the changes in the natural, financial and political environment. When a well prepared Master Plan is jointly owned by a community of key contributors its implementation becomes a natural flow-on and not a battle against forces determined to beat you.

Mr. Barry Berwick of the Townsville Port Authority presented the second paper on "Establishment of the New Offshore Bulk Concentrates Facility at Townsville". In this paper, he outlines the various issues related to planning and construction of a new outer berth facility to accommodate the export of mineral concentrates in the Port of Townsville, taking into consideration of the adjacent port expansion plan to cater for projected trade growth in the north Queensland region. This paper provides a good example on how such project is to be implemented from the planning to the construction stage, meeting all the environmental, financial and operational requirements. It reinforces the importance of carrying out

preliminary studies and site investigations prior to commencement of work, e.g., impact assessment studies and public consultation process, ship mooring study, geotechnical investigations for dredging, berth construction and onshore works, ship simulations and financial planning. Issues like Control in Dust, Noise, Spillage and Hazard during operation were also discussed apart from training of employees.

The third paper entitled "Case Study on Port-City Relations and Public Access to Port Areas: The Port of Houston Authority" was prepared by Mr. H. Thomas Kornegay, Port of Houston Authority. Although he was not there to present the paper, it was a very comprehensive paper based on a successful story on how the Port of Houston interact with outside forces - community at large, government agencies, environmental groups, academia and schools, business organizations and the local, national and international media. The paper illustrates how the port has enjoyed community support by adopting policies stressing on inclusions and communications. The Port Commission recognizes the direct value of providing resources for public affairs initiatives and all its staff are active ambassadors in community outreach. Public and special tours are conducted regularly for the benefit of local community, international customers, national and international leaders.

On Container Port Pavement, two papers were submitted to illustrate how each port tackles its design requirements for the design of Container Port Pavement. In the Port of Le Havre of France, they have adopted the flexible pavement design using bituminous sand/gravel mix. Whereas in the PSA Corporation Limited, they use the rigid concrete pavement/concrete block pavement. From these two papers, it is obvious that the choice of design depends on the local conditions (weather, intensity of usage of yard, types of yard equipment used, etc.) as well as the final cost of the pavement including maintenance and its overall impact on the yard operations. There is no one optimum design which could cater for all situations.

In the item for "Link Bridge for Passenger Vessels", the PSA Corporation Limited shares its experience on the planning and design of its passenger link bridge for the Singapore Cruise Centre located at the World Trade Centre. The meeting discussed and agreed that it is a challenging task for cruise terminal operators to provide



Philip Ng (third from right) chairs the Port Planning & Construction Committee meeting



Joint Meeting of Port Planning & Construction/Port Safety & Environment/Marine Operations

link bridges to cater for all types of cruise ships as their sizes and design vary greatly. The meeting agreed that there is a need to do a survey of some major cruise terminals of the world and discuss the issue in due course.

The meeting noted the importance of information technology and GPS in the port engineering. The Chairman has extracted and distributed relevant published articles on this subject for the information of Members. It was informed that the Port of Barcelona was ready to share its experience on application of Geographical Information System (GIS) in the next meeting.

A video film was shown to illustrate how the Port of Hakata of Japan dealt with their port development works in their sea-island city project to avoid disturbing the natural habitat of birds and marine life in an adjacent area. The meeting recognizes the importance of conducting environmental impact studies in all port development projects.

The rest of the session of the meeting centered on the discussion of updating the IAPH Guidelines on Planning and Design (May 1993). Some members have given feedback on how the Guidelines should be updated including addition of new items, e.g., intermodal facilities, distribution parks, ecological considerations, dredged material management and port electronic communication system. Generally, most members agree that the existing Guidelines provides basic answers to anyone who wishes to know what are to be involved in the process of planning and design of

port facilities. After some lengthy discussions, Members agreed to submit their recommended updated sections to the Chairman by mid-February 1998 so that he could compile them for discussion in the next meeting.

On the whole, the meeting in Perth was fruitful as Members interacted actively on the papers/topics as listed in the agenda. Members were invited to attend a joint AAPMA/IAPH Seminar held in the afternoon on 1 December 1997, followed by a seafood dinner hosted by AAPMA. The Port Hedland Port Authority hosted a dinner on 2 December 1997.

There was a joint meeting of the three Committees (Port Safety & Environment/Marine Operations/Port Planning & Construction) held in the morning on 3 December 1997 followed by a tour of the Port of Fremantle in the afternoon. On 4 December 1997, there was an optional technical tour of the Port of Port Hedland.

In closing, I would like to express my sincere thanks to those who attended the meeting providing invaluable inputs and to Mr. John Hayes, Mr. Barry Berwick and Mr. Tom Kornegay for submitting a paper each. I am also grateful to Captain Ian Baird, former General Manager of the Port Hedland Port Authority and Mr. John Hirst of AAPMA for helping to organize the meeting and to the Port Hedland Port Authority and AAPMA for hosting the meeting.

Agenda for the IAPH Port Planning & Construction Committee Meeting

2 December 1997, at the Sheraton Hotel, Perth, Australia

Welcome address by the Chairman

- (1) To confirm the Minutes of the Meeting held in London on 31 May 1997
- (2) Master Plan for Port Development By Mr. John Hayes, Sydney Ports Corporation
- (3) Establishment of the New Offshore Bulk Concentrates Facilities at Townsville By Mr. Barry Berwick, Townsville Port Authority
- (4) Case Study on Port-City Relations and Public Access to Port Areas: The Port of Houston Authority By Mr. H Thomas Kornegay, Port of Houston Authority
- (5) Discussion on the following topics:
 - (i) Container Port Pavement
 - (ii) Link Bridge for Passenger Vessels
 - (iii) Application of Information Technology and GPS in Port Engineering
 - (iv) Study of Environmental Issues Affected by Port Development
- (6) Discussion on the updating of IAPH Guidelines for Port Planning and Design (May 1993)
 - (i) Comments received from Committee Members
 - (ii) Review of Section I on Port Planning (Pages 1-24)
 - (iii) Review of Section II on Different Types of Terminals (Pages 24-44)
 - (iv) Review of Section III on Design of Port Structures (Pages 45-63)
 - (v) Review of Section IV on Port Services (Pages 64-69)
 - (vi) Review of Section V on Port-City Relations (Pages 69-72)
 - (vii) Review of Figures and Literature References (Pages 73-84)
 - (viii) Action plan to update the Guidelines
 - (ix) Any other businesses

OPEN FORUM

Case Study on Port-City Relations and Public Access to Port Areas: The Port of Houston Authority

Presented by:

H. Thomas Kornegay

Executive Director, Port of Houston Authority

Importance of Port Involvement With Elected Officials and Entire Community

Meeting of IAPH Planning & Construction Committee
(2 December 1997 - Perth, Australia)

WORLD ports are major contributors to a region's economy. Ports—in providing for the movement of cargo and the transfer of the value of such cargo—supply the impetus for multipliers of economic value to a community. Despite the value of ports to a region's commerce, a reciprocity of need and value must exist between a seaport and its community. While a port triggers commerce, the community supports a port by providing one or more of the following: assistance in infrastructure development, a business climate conducive to commerce, services which allow a port to remain operational, and vision to spur industrial growth.

This reciprocity of need and value is not necessarily an inherent characteristic of port/city relationships; nevertheless, it is the foundation of all successful ports and thriving commercial centers. Using the Port of Houston Authority and its community as a case study, the Port of Houston Authority illustrates that it "walks the walk and talks the talk". The port and the community both recognize a reciprocity of need based on the universal benefits of success.

So what messages must a port impart? A port must convey its value to the community and to the region's economy, its successful endeavors, its needs, and the cost/benefits of operating a thriving port. Through continual dialogue with the community a port must inform all constituents of the "state of the port". Who are the audi-



ences which ports must address? A port must recognize that a mutually beneficial relationship includes "stakeholders". These stakeholders must include everyone—elected and appointed officials, planning organizations, neighborhood and community organizations, business associations, academia, environmental groups, tenants and customers. All these constituencies must feel that they are stakeholders in the success of the port; and the port must value the "ambassador potential" of these constituencies.

Houston's Port Commission has made it clear that the Port's constituents must be valued. Commissioners also lead by example through their active participation in outreach efforts. As a result, community support has enabled the Port Authority to identify markets and provide facilities which have resulted in the Port's number one ranking in foreign tonnage and ranking second in the nation in total tonnage.

Relations With City, County and Metropolitan Planning Organizations

In most ports, there exists a formal relationship between a governmental entity (city, county or state) due to the appointment of port commissioners by such entities. Port of Houston Authority Commissioners are appointed by various governmental bodies; two by the City of Houston, two by Harris County, one by the City of Pasadena, one by the

other cities in Harris County. The Chairman is appointed by both Harris County and the City of Houston. These governmental bodies bestow authority and give direction to their appointees. Consequently, relationships with these bodies are strong and long-standing.

While relationships are inherent to the appointment process, they are further cultivated by systematic briefings of elected and appointed governmental officials and cooperative ventures. Dialogue is maintained and mutual goals are identified. These goals are then pursued aggressively by all levels of the organizations—elected officials and the Commissioners; governmental department heads and port directors and managers; staff to staff. The Port of Houston has learned that broad-based organizational participation results in strong project ownership and an organizational commitment toward the success of common projects.

Interactive projects include those which support the region's goals toward a vibrant economy, community-wide participation in the financial rewards associated with the port, and a quality of life issues. Examples of joint projects include the following:

- **Port Facilities:** Elected officials have historically provided leadership in convincing the electorate of the need for port expansion and modernization. State and federal lawmakers promote the port and its capital program during town hall meetings or in press conferences. Local officials have provided their facilities for the port's community outreach and marketing efforts; i.e., its library facilities for educational exhibits and information; kiosks and advertising space at both City-owned airports for port displays exposing 28 million passengers annually to the Port's message; and exhibit space in county buildings, especially in the central Jury Assembly room which convenes an average of 500 jurors daily.
- **Transportation:** Port participation in the development of the region's transportation infrastructure is critical to the advancement of intermodalism and in securing "port access" for current and future needs. Accordingly, the Port participates in regional transportation planning within the region's metropolitan planning organization. The Port is also involved with the

Texas Department of Transportation, the City and County, and a national I-69 coalition in planning infrastructure needs (i.e., I-69/interstate highway and intermodal development).

The Port has already been "a winner" as a result of participating in local planning initiatives for federal transportation funds. The Port secured \$13.7 million in funds for rail projects at Barbour's Cut Terminal, its modern container terminal. Another \$7 million was secured for the next funding period. The Port's success is attributed to an aggressive staff campaign to educate local decisionmakers in the importance of intermodalism and in the merits of its funding proposal.

Relations With Business Organizations

The same methodology is utilized in the Port's relations with community and business organizations. The Port provides financial support and volunteer participation to various chambers of commerce and community organizations to promote the port, develop commerce, and provide a good business climate. These organizations, in turn, assist the Port in developing new business.

The Port also provides market and economic access to various chambers, who work hard to provide business opportunities for members. The Port provides funding and conducts programs focused on securing more participation in the receipt of contracts for goods and services. With the help of these organizations, the Port conducts a more broad-based outreach program. Awareness of the Port and interaction with the Port are facilitated by participation in association meetings, serving on association boards, conducting member briefings and port tours, and providing a Speakers Bureau on relevant Port topics.

Involvement With the General Community, Environmental Groups, Academia and Schools

Community partnerships, access to Port officials and facilities, and student programs are elements of the Port's community outreach efforts. As community education and commonality of goals are required for a successful outreach program, activities center on briefings on the marine industry and international commerce. Actual programs include the following activities:

- **Speakers Bureau/Port Tours:** Port Commissioners and staff participate

in addressing community organizations both on-site and off-site. Port representatives are available to discuss a wide variety of topics: resolution of environmental/development issues, opportunities in world markets, port operations, community benefits in world commerce and others. Groups also visit the Port for private briefings and tours almost daily.

- **Partnering Initiatives/Outreach to Academia:** The Port of Houston has achieved success in the establishment of educational and environmental stewardship programs. Staff participates in the region's educational efforts by developing port/school partnerships and in assisting institutions in linking with other community educational resources.

The Port's environmental partnerships have received national recognition. In response to community concerns regarding the impact of a proposal to widen and deepen the Houston Ship Channel, the Port helped to establish an Interagency Coordination Team (ICT) to address associated environmental concerns. Environmental studies were undertaken and published. More important, the Beneficial Uses Group, a subcommittee established to determine the use of resource material resulting from the dredging, developed a comprehensive plan for environmental enhancements to Galveston Bay. The Port and the agencies are committed to developing marsh lands, boater destinations, bird islands and other enhancement projects with this resource material. The plan, however, is more than an intellectual exercise. The port has funded a demonstration marsh wherein the group's design is actually being tested and set in place. This ICT process and the resulting "living laboratory" are being used as a national model by industry professionals, by governments and academia in fostering environmental collaborative efforts. It is an integral part of the Port's channel widening project.

Port Involvement With the Media

The Port of Houston has met with success in responding timely to local, national and international media. The Port has established and maintained relationship with the media to keep them informed of Port activities and needs. The Port treats the media as one of its constituencies--bringing them to the Port for tours and briefings, affording them opportunities to meet with

national leaders during visits to the Port, providing timely information of Port developments, and responding promptly to media inquiries. In addition, it allows access professional photographers and production companies provided pre-clearance is secured and arrangements have been made for Port staff to accompany them on working docks.

Port Access

The Port of Houston views "port access" as another resource in educating the local community, international customers, and national and international leaders. Commissioners regard port access as an important component of community support, and hold such access as necessary for port promotion. However, being an industrial port, the Port Authority formulated policies and developed opportunities for access to ensure safety of its visitors, workers and cargo.

The Port provides two types of tours--public tours and special tours. It provides facility tours and excursions on the Port's touring vessel, the **M/V Sam Houston**. Free public tours are conducted twice a day, six days a week. Reservations are required, but individuals or groups may make reservations. Approximately forty-two thousand people enjoy the tour annually. Special tours, generally group tours, may be scheduled in advance for various port constituencies. Elected officials/aides and their guests, community leaders, national policy makers and port customers are frequent visitors to the Port. Briefings and facility tours (by land, marine vessel, or by air) are custom-tailored to the needs of the visitors.

Conclusion

As has been illustrated, the Port of Houston Authority has enjoyed community support employing policies stressing inclusion and communications. Successful ports need their constituency, and the constituents need their ports. The Port of Houston has learned that this support can only be achieved by a reciprocity of need derived by the universal benefits resulting from the community's participation in world commerce.

The message of the Port's value to the community must be constant and must be carried by the Port Commission and staff. The port's audience must include all stakeholders: elected officials and the community. Resources, consisting of time and money, must be allowed if a successful program is to be

achieved. In Houston, despite increasing pressures to fund capital projects and operational expenses, the Port Commission recognizes the direct value of providing resources for public affairs initiatives. For our history has convinced us that for the Port to be consid-

ered to be of value to a community, the Commission and staff must be active ambassadors in community outreach, and all audiences must be valued for their potential to serve the Port as ambassadors within their communities.

Risk Management – Fremantle Port

The Way We Do Business

Presented by
Charlie Deans*

Manager Port Safety & Environment, Fremantle Port Authority

Meeting of IAPH Planning & Construction Committee
(2 December 1997 – Perth, Australia)

WE live in a world where public perception demands that we take more responsibility for our actions.

Changes in legislation have tightened controls in the areas such as duty of care, and members of the public today tend to be much more aware of their rights under the law.

The effects of this are being felt in terms of increased litigation, and also in the momentum that risk management is gaining in organisations throughout the world.

In the past, there has been a tendency to see risk management as something of a "necessary evil" ... a time consuming and costly process that was somehow separate from an organisation's day to day activities.

Organisations today are having to take risk management more seriously.

Increasingly, they are seeing risk management as the way they do business, integrating risk management as a part of day to day management.

That is the approach being taken by the Fremantle Port Authority, and the way this is occurring is the subject of my talk today.

But first, for those of you who are not familiar with this port, a brief description.

Fremantle Port, is located on the West Australian coast, about 20 kilometres from the capital city, Perth.

Total port trade in 1995/96 was about 20.2 million mass tonnes, and the container throughput was just over 200,000 TEUs.



The Inner Harbour at the mouth of the Swan River handles general cargo, including containers, break bulk, livestock and imported vehicles. It is right on the doorstep of the historic city of Fremantle.

A few kilometres further south is the Fremantle Outer Harbour, handling petroleum products, grain and other

bulk cargoes.

Fremantle Port is a mixture of private sector and public sector operations, but responsibility for all shipping movements, and overall strategic management rests with the Fremantle Port Authority.

Ports, of course, are heavy industry with a wide range of risks to be managed.

In the case of Fremantle, a few examples of the particular issues in this sense are the closeness of a busy working port to business and residential areas, the threat of urban encroachment impacting on the operations of the port, and the relative narrowness of the main shipping channels leading to the Outer Harbour port facilities.

Fremantle Port, although not the largest, is one of the fastest growing container ports in Australia.

The container trade has grown by 68% over the past five years, and if the current growth rate is maintained, the container trade is expected to double again in the next six or seven years.

The Fremantle Port Authority has recently embarked on a comprehensive port development plan to provide for future growth.

One of the risk management issues we face at Fremantle is the potential for some of this expansion to be restricted by legislative requirements designed to ensure that risks imposed on our neighbors do not exceed acceptable limits.

In the case of Fremantle Port's operations, there were a number of reasons for a decision to carry out a detailed investigation on port safety. These reasons included:

- A proposed residential/commercial development immediately adjacent to the port. The recent advent of formal criteria for the assessment of industrial risks meant that the risks from FPA operations would need to be assessed prior to any decisions being made on development applications in the surrounding area.

- Recent substantial investment on an emergency response vessel for the port and need to utilise this resource appropriately.

- The potential risks of port operations. The FPA believed it should continually improve its management of hazardous materials, consistent with world's best practice.

- There was also the question of impending regulatory requirements. Under the auspices of WorkSafe Australia, the Commonwealth body responsible for occupational safety, a new standard is being developed for the control of industrial facilities handling large quantities of hazardous materials, including ports.

Under the proposed standard, all major hazards facilities will be required to make a submission on the adequacy of their safety management systems. Quantitative Risk Assessment will also be required where appropriate.

The FPA Port Safety Study

In 1991 the FPA commissioned DNV Technica to assist the Authority in undertaking a detailed study of its operations.

The objectives of the study were to:

- Determine the risk levels generated by the Port under current and predicted future conditions, including changes in the land use and throughput of the Port;
- Prepare the structure of the Safety Management System for the Port which would:

Ensure the risk to the public was maintained at an acceptably low level, consistent with international best practice. Provide assurance to the local community that the operations of the Port did not impose an

**Note: According to the Public Affairs Manager of the Fremantle Port Authority, Captain Deans had retired from the Port by mid-February to establish a consultancy which will be closely associated with Western Stevedores.*

unacceptable level of risk. Provide assurance that the Safety Management System would be maintained and applied so as to achieve those objectives.

In pursuit of these objectives, the study was undertaken in two major parts. These were:

- Quantitative Risk Assessment.
- Assessment and development of the Port Safety Management System.

FPA Port Safety Study - SMS

The specific objectives of the SMS part of the study were to:

- Review the FPA's present Safety Management System, relating to operations, which could affect public safety.
- Develop guidelines for the structure of a comprehensive auditable Safety Management System for the Port which would build on the existing procedures.
- Review the scope and content of the FPA's Emergency Response Plans.
- Perform a pre-assessment audit of the FPA's Quality Management System.

The pre-assessment audit was necessary as the ultimate aim was to develop an effective, quality based Safety Management System. The SMS would need to be an integral part of the quality management system if it were to be effective.

An additional key output of the SMS study was the development of a risk management factor which could be used as an input to the QRA study.

Well managed plants have fewer failures. If a well managed facility takes its risk data from generic data for average industry, there is a tendency to over predict the risks.

Similarly, if the Safety Management System in place at a particular facility was less effective than average, the use of generic data would tend to underestimate the risks.

To get around this problem a technique has been developed which enables the risks to be factored, based on audit of the Safety Management System in place.

The QRA Study looked at the risks from predicted future port operations as well as the current ones. In doing so the study considered the future implementation of an improved Safety Management System in addition to the predicted trade increases.

It should be understood that this technique, whilst used elsewhere, had never been used with respect to

Australian ports. It was, when completed, the subject of scrutiny by others.

In achieving the objectives, classical risk assessment methodology was adopted, utilising the DNV Technica risk analysis software package SAFETI. Particularly noteworthy features of the analysis were:

- The newly developed capability to differentiate between spills of hazardous materials onto water rather than onto land (accounting for any reaction of the spilled material with water).
- The development of methodology to categorise containerised dangerous goods movements, in order to make the risk analysis more cost effective.
- Detailed analysis of the potential risks from toxic combustion products from container ship fire.
- Analysis of the risks of passenger ferry collision with oil tankers.
- Analysis of the risks created by the movement of isotainers containing toxic and flammable gasses.
- The use of the safety management factors I described earlier to account for the differences between the current and proposed future safety management regime.

The incorporation of issues such as these is what sets the FPA study apart from the more frequently encountered studies conducted for onshore industrial facilities.

A separate analysis was undertaken for the Inner and Outer Harbours. The Outer Harbour handles large quantities of potentially dangerous goods in bulk, specifically anhydrous ammonia, LPG, ammonium nitrate and petroleum products.

In the Inner Harbour the majority of shipments are containerised with some bulk petroleum product importation. Also the risks from road and pipeline transportation were analysed along with those from the five petroleum storage terminals.

In the past, Risk Management has been primarily the domain of the insurance brokers. Our studies were the catalyst needed to prise the Port Authority's Management away from that concept.

(Show diagrams on overhead of the evolution 3 circles)

Good risk management is essential for businesses that want to be competitive.

All organisations must accept some degree of risk, but the skill is in getting the right balance in the risk management process.

The cost of not getting it right can be enormous.

A major pollution problem, for example, could mean millions of dollars in losses, and spectacular headlines of the kind you don't need.

If a key objective of a business is to maximise profit, then the organisational objectives define the directions which must be followed to achieve this result.

When the FPA saw, with the assistance of DNV Consultancies, how much could be saved by examining and managing our risk internally, it did not take us very long to adopt this approach.

As well as other efficiencies, this has meant a saving of \$200,000 in premiums. We wanted to be strategic in our risk management and saw this as the pathway to achieving that aim.

Example OVERHEAD

USER	OBJECTIVES
Insurance Broker	Maximise new clients
Insurance Company	Maximise profits
Safety Manager	Maximise under writing Profits
Risk Manager	Maximise safety budget
Line Manager	Maximise reduction of loss
	Maximise contribution to Company of profits
	Increase sphere of influence
	Meet production cost/objectives according to function.
	Maximise contribution to profits.

The question to be asked is 'Do they work for the correct person?'

The approach we have taken is one that requires a commitment to the concept of shared responsibility, with senior managers, middle managers and the staff at the coal face all understanding that they have a role in identification and management of risks.

The change certainly hasn't come overnight, but after 6 years of work we have gone from a regulatory culture to a Risk Management culture.

We have developed four key steps to managing safety and optimising our competitive advantage.

- Establishing a Safety Culture
- Management leadership and commitment
- Implementation of a comprehensive Safety Management System
- Achieving operating excellence

Continued on Page 17

WORLD PORT NEWS

ISTDG13 to Be Held In Seoul in October

THE 13th International Symposium on the Transport of Dangerous Goods by Sea and Inland Waterway (ISTDG13) will meet at the end of October 1998 in Seoul, Korea.

The ISTDG13 now seek presentations in the following areas:

- Hazardous Materials
- Carriage Dangerous Goods in Packaged Form
- Carriage of Nuclear Material
- Carriage Dangerous Goods in Bulk
- Regulatory Control
- Global Harmonization
- Environmental Protection
- Risk Assessment
- Accident and Response
- The Human Interface
- Ship/Port Interface
- Economic System
- Use of EDI

The symposium is organized by Ministry of Maritime Affairs and Fisheries; and supported by

International Maritime Organization (IMO), UN Economic Commission for Europe (UN ECE), International Chamber of Shipping (ICS), International Association for Ports and Harbors (IAPH), and International Cargo Handling Co-ordination Association (ICHCA).

Secretariat of ISTDG 13, Korea Maritime Dangerous Goods Inspection Center, 112-2 Inuidong, Jongrogu, Seoul, 110-410, Republic of Korea.

Tel: +82 2 766 1631

Fax: +82 2 743 7017

E-mail: komdic@mail.hitel.net

Workshop in Australia On Ship-based Pollution

THE Australian and New Zealand Environment and Conservation Council Regional Workshop "Working Together on Preventing Ship-based Pollution in the Asia-Pacific Region" will be held at the Sheraton Townsville Hotel & Casino, Townsville,

Queensland, Australia 20-23 April 1998.

The Regional Workshop "Working Together on Preventing Ship-Based Pollution in the Asia-Pacific Region" is a major initiative in the International Year of the Ocean. It was announced at a meeting of APEC Ministers in Toronto in June 1997 by Australia's Minister for the Environment, Senator the Hon. Robert Hill. A number of key organisations are supporting the Workshop which is to be held at the Sheraton Hotel in Townsville, Australia from April 20 to 23, 1998.

The Workshop will bring significant government, industry, academic, non-government, indigenous and community interests together to formulate a Statement of Outcomes which will include a Strategy and Action Plan to address ship-based pollution in the Asia-Pacific region.

While individual nations are addressing the challenge of achieving a cleaner regional maritime environment at varying levels, a joint regional approach will ensure that the shared maritime environment is enhanced. This Workshop on

Continued from Page 16

- The adoption of a risk based approach to the setting of safety integrity requirements

Practical Use of Risk & Safety Management as a Business Tool

Some Fremantle Port Examples:

Emergency Response Craft at BP Refinery

The cost of the provision of fire fighting craft was met primarily through a levy on the hazardous cargo through Fremantle Port.

The 'perceived high risk' area was at BP Refinery, Kwinana and therefore the tugs servicing that area were the prime responders to a shipboard fire. The cost of this service was in excess of 1 million dollars per annum due to the towage industry award and manning (one extra crew).

To reduce costs, the Refinery installed automated fire fighting on each of its jetties, with the aim of discontinuing the high cost of the fire

fighting vessels. However, this was opposed by both the public and unions.

Numerous risk studies and debates took place including the formation of the Kwinana Integrated Emergency Management Scheme (KIEMS).

The outcome was that the FPA was directed by Government to provide a water-borne response which has been of considerable financial benefit to the stakeholders.

(OVERHEAD - Hazardous Cargo)

Hazardous Cargo

- 200% increase in ammonium nitrate due to systems in place
- Hydrofluoric acid import - discuss.

Also mention the fact that as it comes from South Africa. We can have as many as 3 isotainers in transit but the QRA is used to monitor.

Vessel Repairs

Australian Achiever
Show slide > 1 million dollar saving on Singapore

Canopus - Era

FPSO

Griffin Venture - one refit, second due, hopefully

Inner Harbour

Cossack Pioneer; representatives stated 'safer than Singapore', both in terms of the port and contractors.

Complete for Rankin Platform Modules which was delayed due to defects in the jacket.

Audit of both the proponent and the port was satisfactory although not to the same standard as those audits we do under the DNV system they were none-the-less audits. Any future audits will be in accordance with the ISRS protocols.

In conclusion, it has been estimated that the Fremantle Port Authority's activities in relation to risk management are achieving savings somewhere in the region of over four million dollars annually to port users.

When all the systems are in place, the aim is to adopt a process of continuous and dynamic review of all functions.

No matter what we do, from simple tasks to complex tasks, risk management tools will be used and the principles of Safety Management Systems will be applied.

preventing ship-based marine pollution will complement the APEC Workshop on land-based sources of marine pollution, also to be held in Townsville during the previous week.

Formulation of the Strategy and Action Plan will include identification of the priorities of the major stakeholders in the region and assess the status of the region's maritime environment. A framework for ongoing regional dialogue will also be developed for conducting longer term research on issues critical to attaining a cleaner maritime environment. The Strategy and Action Plan will aim to strengthen capacity in the Asia-Pacific region to better manage the impact of pollution arising from maritime activities, and to implement any identified actions. The outcomes of the Workshop will assist regional economies implement global rules and standards in the area of marine environment protection.

Workshop Secretariat: Baird Publications, 135 Sturt Street, Southbank, Melbourne 3006, Australia.

PH: +61 3 9645 0411

FX: +61 3 9645 0475

Dredging Congress to Open In Las Vegas on June 28

THE 15th World Dredging Congress (WODCON XV) - "Dredging into the 21st Century" and Exhibition - will be held at the Fabulous Las Vegas Mirage Hotel & Casino, Las Vegas, Nevada USA June 28 - July 2, 1998.

For further information, please contact:

Western Dredging Association, P.O. Box 5797, Vancouver, WA 98668-5797

Int'l Courses at Galilee College Study Center

THE International Courses will be offered at the Galilee College Study Center, Israel, March 9 - March 28, April 27 - May 16, May 18 - June 6, June 8 - June 27, 1998.

Fees: Tuition US\$3,470. Local Expenses US\$2,765.

A limited number of tuition scholarships will be available to qualified candidates in 1998. Requests for additional scholarships may be submitted by can-

didates to national and international organizations and/or nongovernmental agencies.

For further information, please contact:

TIVON 36000 ISRAEL P.O. Box 1070.

Tel. 972-4-9837444, 9837555.

Fax. 972-4-9830227.

E-mail: galilcol@netvision.net.il

WEB at: <http://galilcol.home.ml.org>

New Publications

United States Port Development Expenditure Report

UNITED States Port Development Expenditure Report. By the U.S. Maritime Administration, Office of Ports and Domestic Shipping. (Washington, DC: October 1997). 21 pages. Tables. Appendices. Order from: Maritime Administration, Office of Ports and Domestic Shipping, 400 Seventh Street, SW, Washington, DC 20590. Tel: (202) 366-4357.

U.S. public ports spent \$1.3 billion for capital improvements in 1996 and plan spending nearly \$6.6 billion for the same purpose from 1997 through the year 2001, according to the Maritime Administration's (MarAd) latest review. This includes expenditures for new construction and for the modernization or rehabilitation of old facilities.

1996 expenditures, though down 7.3% from the 1995 level, were 40% higher than the 1994 total of \$929.6 million. It was the second year in succession in which total expenditures exceeded \$1 billion.

The four-year, 1993/96 spending pattern is detailed in Table 1.

1. U.S. Public Ports
CAPITAL EXPENDITURES 1993-96
(Millions of Current U.S. Dollars)

Region	1996	1995	1994	1993
North Atlantic	\$96.4	\$61.0	\$70.3	\$92.0
South Atlantic	140.9	172.5	124.9	148.6
Gulf	134.3	159.0	109.3	129.8
South Pacific	642.9	673.5	534.0	139.3
North Pacific	241.3	143.9	40.6	94.3
Great Lakes	.3	2.0	0.8	22.9
AK, HI, PR, VI (*)	45.1	192.5	35.4	27.6
Guam/Saipan	--	--	14.4	--
Totals	\$1,301.2	\$1,404.4	\$926.6	\$653.7

Note: Due to rounding, numbers may not sum precisely to totals.

(*) Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands

Source: U.S. Maritime Administration, *United States Port Development Expenditure Report* (October 1997), p. 4.

"New construction" expenditures in 1996 by facility type show "specialized general cargo" (e.g., container, ro/ro, etc.) accounting for \$448.4 million (46.8%), general cargo for \$163.3 million (17.7%), dry bulk for \$70.9 million (8.4%), and "passenger" for \$25.7 million (2.7%).

Additional expenditure categories include liquid bulk, off- and on-terminal infrastructure, dredging and "other," which captures investment in "structures, spaces and fixtures not directly related to the movement of cargo, such as maintenance and administrative facilities."

According to this report, from 1946 through 1996, the U.S. public port industry invested a total of \$16.8 billion in capital improvements.

Projected capital expenditures during 1997-2001 are analyzed below:

2. U.S. Public Ports
PROJECTED CAPITAL EXPENDITURES
by Facility Type
1997-2001
(Thousands of Dollars)

Facility Type	Expenditure	Share
General Cargo	\$861,949	13.1%
Spec. Gen. Cargo	2,653,253	40.3%
Dry Bulk	215,768	3.3%
Liquid Bulk	44,695	0.6%
Passenger	313,287	4.8%
Other	301,617	4.6%
Infrastructure - On Terminal	1,156,980	17.6%
Infrastructure - Off Terminal	391,390	5.9%
Dredging	644,299	9.8%
Total	\$6,583,238	100.0%

Source: U.S. Maritime Administration, *United States Port Development Expenditure Report* (October 1997), p. 13.

Listed below are the public seaport agencies expected to make the largest capital expenditures during 1997-2001.

3. Leading Port Authorities
BY TOTAL CAPITAL EXPENDITURES
1997-2001
(Thousands of U.S. Dollars)

	Port Agency	Expenditures
1	Los Angeles, Port of	\$1,079,182
2	Long Beach, Port of	866,200
3	Oakland, Port of	520,000
4	NY/NJ, The Port Authority of	498,663
5	Seattle, Port of	391,483
6	Houston Authority, Port of	291,628
7	Georgia Ports Authority	263,840
8	Marietta Port Administration	237,147
9	New Orleans, Port of	226,260
10	Tacoma, Port of	221,798
	Total Top 10	\$4,596,201
	Total All Ports	\$6,584,238
	% Top 10 of Total	69.8%

Source: U.S. Maritime Administration, *United States Port Development Expenditure Report* (October 1997), p. 14.

(AAPA Advisory)

The Americas

5th Consecutive Year of Growth for Halifax

CONTAINER cargo handled in Halifax increased for the fifth consecutive year in 1997 to 3.8 million tonnes, an increase of 20% over 1996. 1997 was also a record year for TEUs (container units) handled in Halifax. 458,500 TEUs were handled in 1997, breaking the previous 1989 record of 456,333 TEUs.

Containerized imports increased by 31% in 1997 to 1.6 million tonnes; exports increased by 13% to 2.2 million tonnes.

Several factors contributed to the containerized cargo increase including increased movements to the U.S. mid-west and expansion of trade routed via the Suez. Halifax also welcomed several new services in 1997 including the National Shipping Company of Saudi Arabia, CMA-CGM and Rostock-Atlantik-Line (RAL).

Merv Russell, Chairman of the Halifax Port Corporation (HPC), noted that "Container cargo led the way in growth at the Port in 1997. The overall cargo increase and cruise passenger records were also highlights." Mr. Russell stated further that 1997 also saw the initiation of a \$46 million capital investment programme by the HPC and, "This will be the basis for continued growth in 1998."

Total port cargo increased by 9% in 1997 to 14.1 million tonnes. In addition to container traffic this includes 9.9 million tonnes of bulk (up 6% over 1996) and other general cargo (up 2% over 1996). Passengers on cruise ships increased by 21% to over 44,328 in 1997, the most ever to visit Halifax during a cruise season.

1997 also saw the initiation of the largest ever capital investment plan by the HPC which will see \$46.3 million spent over five years. Major projects include the construction of the Port's new forest products facility. The new 65,000 sq. ft. shed facility, part of a \$5.0 million pier enhancement package, was completed in May. Ongoing projects in 1998 include a \$5.2 million redevelopment of Pier 9A at Richmond Terminals and \$2.5 million for grain elevator upgrading and facility restoration. \$11 million will be spent at the Port's two container terminals. This will include the dredging of Pier B at Halterm to

accommodate larger container ships; at Fairview Cove Container Terminal, new rail tracks will be installed and back-up land developed to accommodate growth.

David Bellefontaine, President and CEO of the Halifax Port Corporation, stated: "It's clear that 1997 has been one of the best years on record for the Port of Halifax and we are expecting another excellent year in 1998." He added that the Corporation's preliminary financial results indicate a \$3.0 million net profit for the year which will be reinvested in Port infrastructure.

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

1997 Montreal: More Cruise Ship Passengers

THE Port of Montreal welcomed some 29,000 cruise ship passengers in 1997, an increase of about 53 percent over last year.

Overall, nine different cruise ships adorned Montreal's waterfront, making a total of 52 voyages to and from the port. Four of the vessels made their first visits to Montreal.

The 1,773-passenger *Westerdam*, operated by Holland America Line, became one of the longest passenger vessels ever to call the port. It sailed to and from Montreal six times in 1997.

Crystal Cruise Line's 975-passenger *Crystal Symphony* made four voyages to and from Montreal, while the 1,505-passenger *Dreamward*, operated by Norwegian Cruise Line, sailed in and out of the port six times.

The three vessels, represented in Montreal by McLean Kennedy Inc., travelled between New York and Montreal.

The 420-passenger *C. Columbus*, operated by Hapag-Lloyd Tours, sailed across the Atlantic and stopped in Montreal before continuing on into the Great Lakes. Montship Inc. represents

the vessel in Montreal.

As is tradition, the Montreal Port Corporation presented a reproduction of a limited edition print by a Montreal artist to the captains of the four vessels to commemorate their inaugural calls.

Other cruise ships calling the port in 1997 were the *Astor*, operated by Aquamarin Kreuzfahrten GmbH - Bremen and represented in Montreal by Morlines Maritime Agency Inc., the *Nantucket Clipper*, operated by Clipper Cruise Line and represented by Robert Reford, and the *Seabourn Pride*, operated by Seabourn Cruise Line and represented by Kerr Norton Marine Canada, a division of Nortec Marine Agencies Inc.

Cross Marine Inc. represented the *Royal Princess*, operated by Princess Cruises, and the *Silver Cloud*, operated by Silversea Cruises.

The *C. Columbus*, *Nantucket Clipper*, *Royal Princess*, *Seabourn Pride* and *Silver Cloud* are all scheduled to return to Montreal in 1998. Joining them will be the *Black Watch*, operated by Fred Olsen & Co., the *Veendam*, operated by Holland America Line, the *Norwegian Crown*, *Norwegian Majesty* and *Leeward*, operated by Norwegian Cruise Line, and the *Albatros*, operated by Phoenix Seereisen.

In all, these 11 passenger vessels are scheduled to make some 70 voyages to and from the port in 1998. (Portinfo)

Montreal: Gold-headed Cane to Captain Spacal

THE President and Chief Executive Officer of the Montreal Port Corporation, Mr. Dominic J. Taddeo, officially marked the beginning of a new year of activity at the Port of Montreal by presenting the Gold-Headed Cane to Captain Davor Spacal, master of the m.v. *Canmar Valour*, a containership registered in Bermuda.

Captain Spacal won the famous trophy for the first time when his vessel crossed the port's limits at 12:21 a.m. on January 1. The ship arrived directly from Lisbon, Portugal. Captain Spacal and the members of his crew are Croatian.

The tradition of the Gold-Headed Cane dates back to 1840. A spring tradition for many years, it became a New Year's tradition when the Danish vessel *Helga Dan* inaugurated year-round navi-

gation at the Port of Montreal on January 4, 1964.

The Montreal Port Corporation has at least three good reasons for perpetuating the tradition of the Gold-Headed Cane, Mr. Taddeo said. In addition to honouring the captain of the first ocean-going vessel of the year, it serves as a reminder to exporters, importers, manufacturers and distributors here and abroad that the Port of Montreal is active all year long despite the rigours of winter. It also provides an opportunity for the entire shipping community to celebrate the beginning of a new year of port activity – activity that creates 14,000 direct and induced jobs and generates revenues of more than \$1.2 billion annually.

Canada Maritime, part of CP Ships, operates the first arrival of 1998. It is represented in Montreal by Canada Maritime Agencies Ltd. The *Canmar Valour* docked at Cast Terminal in the east end of Montreal. The port corporation leases the facility to Cast Terminal Inc., part of Montreal Terminals, another division of CP Ships.

The *Canmar Valour* is scheduled to leave January 9 for Valencia, Spain. The ship has a capacity of 1,000 20-foot containers. It is part of a fleet of four vessels offering a weekly service between Montreal and the ports of Valencia and Cadiz in Spain, Livorno in Italy, and Lisbon. Canada Maritime offers another weekly service on the Mediterranean linking Montreal to Gioia Tauro, Naples and Genoa in Italy, and Marseilles-Fos in France.

The winner of the Gold-Headed Cane, Captain Spacal, was born in November 1946 in Pucisca, on the island of Brac, near Split in Croatia. He went to sea for the first time at age 19 aboard the Canadian Liberty bulk vessel, built in Canada during the Second World War.

Captain Spacal attained the rank of captain in 1980. He has been with Canada Maritime since 1993 and has sailed the St. Lawrence River for more than 15 years.

The Montreal Port Corporation also paid tribute to the pilots of the Corporation des Pilotes du Saint-Laurent Central who brought the *Canmar Valour* safely into port. The port corporation presented wine goblets to pilots Jean Duval and Gilles Trottier.

The Port of Montreal handles some 20 million tonnes of highly-diversified cargo annually and more North Atlantic container cargo than any other port on North America's eastern seaboard.

AAPA Environmental Code Of Practice for Ports

PUBLIC ports in the U.S. are no longer just in the business of moving cargo and people from water to land modes of transportation. Increasingly, ports are being looked to for economic development and environmental stewardship in their communities. However, too often ports are confronted with environmental issues late in their planning process, resulting in significant delays, cost increases, and controversy.

For more than two decades ports have been faced with increasing public concern and regulation regarding environmental issues. In 1996, the Harbors, Navigation and Environment Committee (HN&E) of the American Association of Port Authorities (AAPA) conducted a survey of its 84 U.S. public port members to determine the extent to which environmental management was incorporated into port business practices. Twelve U.S. ports (of 31 responding) reported that they have some form of prospective environmental policy.

A review of those policies indicates that they differ in the issues covered and the institutional framework by which those policies affected the decision-making process. Despite the relatively low number of ports that have an environmental policy in place, there was overwhelming support to have some form of environmental code of practice developed that could be tailored by each port to its specific circumstances and environmental priorities.

In response to this opportunity, the HN&E Committee is developing an environmental code of practice (ECP) for ports. The goal of the ECP is to provide port managers a handbook of comprehensive environmental management practices that could become a "way of doing business." The ECP will identify the roles and responsibilities of ports, port managers and their employees and tenants, as public custodians of natural resources within their jurisdiction. The ECP will serve as a guidance manual for ports wanting to develop or expand their environmental focus.

Specific objectives of the ECP are to:

- identify key environmental program areas for port operations and management development
- develop guidelines for best management practices in the key program areas
- develop a framework for considera-

tion of environmental factors in the decision-making process that could be used by ports to serve as a tool to assist ports in the outreach to, and education of, the public regarding port environmental practices.

Specific port activities to be addressed in the ECP will include:

1. Building and Grounds Maintenance/Landscaping
2. Construction (on-shore and shore-line)
3. Dry and Liquid Bulk Cargo Handling
4. Dredged Material Management
5. Fueling (storage, transportation, and operation)
6. Storm Water Management
7. Vehicle and Equipment Maintenance

Because the guidance will be generic to the type of port or type of pollutant, the ECP has relevance to both operating ports and landlord ports.

Over the next several weeks, the HN&E Committee's contractor, Camp Dresser and McKee, will be contacting ports to learn more about existing port environmental practices. A draft ECP document will be reviewed by the HN&E Committee at its February meeting in Mobile (AL).

The ECP is being coordinated with other relevant AAPA committees. The final document should be completed in June 1998. (AAPA Advisory)

US Port Traffic 1996 Increase of 1.2% From '95

U.S. waterborne commerce reached a record 2.28 billion short tons in 1996, according to data reported by the U.S. Army Corps of Engineers.

That was an increase of 1.2 percent from the 1995 total of 2.24 billion tons and includes domestic and import/export cargo handled through and within the nation's coastal, Great Lakes and inland waterway port systems.

Compared to 1995, foreign trade increased by 3.1%, while domestic cargo rose by 0.7%. Over the past three decades, by far the fastest growing segment has been import/export cargo, which in 1996 reached a record 1.18 billion tons, or two-and-a-half times the 1966 total of 471 million tons.

Analytical comparisons of the 1996

data with reported volumes for 1986 and 1976 are presented here.

Based on total tonnage (i.e., foreign + domestic cargo), the highest ranked

U.S. ports in 1996 were South Louisiana, Houston, New York/New Jersey, New Orleans, Baton Rouge, and Corpus Christi. (AAPA Advisory)

U.S. WATERBORNE COMMERCE Millions of Short Tons

	1996 Tons	Change 1996 versus		
		1995	1986	1976
Total Commerce	2,284	1.9%	21.9%	24.5%
Exports	451	-5.0%	28.4%	57.3%
Imports	733	8.9%	50.7%	28.5%
Total Foreign	1,183	3.1%	41.3%	38.3%
Internal	622	0.3%	11.0%	18.7%
Coastwise	267	0.3%	-13.2%	13.2%
Lakewise	115	-1.0%	31.5%	-13.0%
Total Domestic (*)	1,101	0.7%	6.1%	12.4%

(*) Includes "Internal" and Intraport movements.

Source: U.S. Army Corps of Engineers, Navigation Data Center

U.S. PORT RANKING 1996 BY TOTAL CARGO VOLUME (Short Tons)

Rank	Port	Domestic	Foreign	Total
1	South Louisiana	106,045,081	83,769,483	189,814,564
2	Houston (TX)	61,124,588	87,058,288	148,182,876
3	New York/New Jersey	75,115,630	56,485,614	131,601,244
4	New Orleans (LA)	36,813,969	46,912,501	83,726,470
5	Baton Rouge (LA)	45,222,690	35,786,563	81,009,253
6	Corpus Christi (TX)	23,841,943	56,618,145	80,460,088
7	Valdez (AK)	74,962,144	2,154,315	77,116,459
8	Hampton Roads (VA)	16,522,567	57,525,666	74,048,233
9	Plaquemines (LA)	46,221,107	20,689,130	66,910,237
10	Long Beach (CA)	22,367,442	36,027,801	58,395,243
11	Texas City (TX)	21,062,739	35,331,019	56,393,758
12	Pittsburgh (PA)	50,874,367	0	50,874,367
13	Mobile (AL)	25,368,474	25,495,470	50,863,944
14	Tampa (FL)	32,455,085	16,837,566	49,292,651
15	Lake Charles (LA)	19,745,486	29,350,839	49,096,325
16	Los Angeles (LA)	17,930,742	27,758,490	45,689,232
17	Baltimore (MD)	13,995,253	29,557,103	43,552,356
18	Philadelphia (PA)	13,015,275	28,866,925	41,882,200
19	Duluth/Superior (MN/WI)	30,247,130	11,151,163	41,398,293
20	Port Arthur (TX)	6,499,492	30,658,294	37,157,786
21	Beaumont (TX)	16,885,875	18,819,234	35,705,109
22	St. Louis (MO/IL)	30,161,905	0	30,161,905
23	Portland (OR)	13,185,558	16,548,355	29,733,913
24	Pascagoula (MS)	9,049,918	20,292,753	29,342,671
25	Chicago (IL)	23,520,362	4,365,807	27,886,169
26	Huntington (WV)	27,478,215	0	27,478,215
27	Paulsboro (NJ)	10,122,925	14,915,599	25,038,524
28	Freeport (TX)	5,372,850	19,198,104	24,570,954
29	Seattle (WA)	6,529,777	17,017,012	23,546,789
30	Richmond (CA)	16,435,324	5,367,424	21,802,748
31	Tacoma (WA)	7,254,817	14,235,966	21,490,783
32	Boston (MA)	9,414,556	10,689,422	20,103,978
33	Port Everglades (FL)	11,353,779	7,542,792	18,896,571
34	Detroit (MI)	12,310,105	6,293,640	18,603,745
35	Savannah (GA)	3,201,301	14,397,088	17,598,389
36	Memphis (TN)	17,299,836	0	17,299,836
37	Indiana Harbor (IN)	16,085,713	807,145	16,892,858
38	Jacksonville (FL)	9,264,866	7,471,907	16,736,773
39	Cleveland (OH)	12,743,288	3,977,549	16,720,837
40	Lorain (OH)	15,856,002	121,947	15,977,949
41	Portland (ME)	1,873,565	13,369,237	15,242,802
42	San Juan (PR)	10,324,064	4,788,159	15,112,223
43	Anacortes (WA)	11,829,632	2,014,037	13,843,669
44	Toledo (OH)	7,037,464	5,994,176	13,031,631
45	Cincinnati (OH)	12,803,247	0	12,803,247
46	Marcus Hook (PA)	7,200,109	5,165,837	12,365,946
47	Honolulu (HI)	10,350,170	1,659,833	12,010,003
48	Galveston (TX)	3,980,330	7,659,777	11,640,107
49	Oakland (CA)	2,580,330	8,649,532	11,229,862
50	Charleston (SC)	4,258,598	6,823,960	11,082,558

Source: U.S. Army Corps of Engineers, Navigation Data Center

Container Terminal: Cities, Counties Support Appeal

CITIES and counties throughout the state have joined Long Beach in its effort to overturn a lower court ruling that has prevented development of a container terminal on the former Long Beach Naval Station. In a friend of the court brief, 117 California cities, the County of Los Angeles and the California State Association of Counties asked the Court of Appeal to overturn the unprecedented ruling which "would cripple an already cumbersome planning and land use approval process, if allowed to stand."

The lower court ruled that the environmental analysis of the project was adequate in all respects, but that Long Beach had "pre-committed" to the terminal project before completing the environmental review process. The court held, for the first time, that this was a violation of the California Environmental Quality Act (CEQA).

The friend of the court brief points out the distinction between project support and project approval. Public agencies may support a project before environmental review as long as they do not approve the project and lose the ability to modify or reject the project once the environmental impacts are fully disclosed.

Carmen Perez, president of the Long Beach Harbor Commission, praised the cities and counties for their support saying, "It's heartening to receive support from so many other cities and counties. We appreciate their endorsement."

Dick Steinke, the port's executive director, said, "The brief points out the importance of this issue for public agencies throughout the state."

The Court of Appeal is expected to issue its ruling this Spring.

Port of Long Beach Unveils Web Page

THE Port of Long Beach is on line! Its new web page, which can be accessed at www.polb.com, is packed with news and statistical information about the nation's busiest containerport.

"Our objective is to provide ocean carriers, shippers, government officials and the general public with useful information about the port," said Yvonne

Avila, director of communications. "The web site includes statistics about all of our cargo terminals, details about cargo volumes and port growth, information about the economic impact of port trade, and a complete history of our operations. We also have included a directory of all port tenants with links to the web sites of those companies."

Doug Albrecht, the port's director of information management, indicated that the web page is "a work in progress" and will continuously be

updated and improved.

"We are adding new information daily. We want to make the web site interesting, relevant and easy to use," he said. Suggestions for additions to the page should be addressed to him at webmaster@polb.com.

The port's web page was developed by XENET, a Southern California web design and hosting consultant, in conjunction with the port's information management and communications divisions.

crude oil and refined products

- major dry bulk: 17.5 million tons of iron ore, coal and alumina
- miscellaneous dry bulk: 1.5 million tons
- grain: 1.8 million tons exported
- general cargo: 3 million tons

During 1997 there were developments regarding minor bulk (a fertilizer terminal), steel and metallurgical products (a specialized steel terminal) and a cold storage (deep frost and fruit storage) as well as new quay equipment such as two new over-Panamax container gantries and new powerful quay cranes.

The near future will mainly see the development of the storage capacity of the Western Bulk Terminal (ore and coal).

New cargo record: On January 10, the ore carrier *SG Universe* established a new record for the most dry cargo ever unloaded with a total of 180,000 tons of manganese ore from Brazil. The vessel entered the Western Port with a draft of 18 meters.

The largest volume of cargo in the history of the port is still the 301,000 tons of crude oil unloaded by the oil carrier *Concordia* in December 1993.

Africa/Europe

1997 Maritime Turnover At Antwerp 4% Higher

THE port of Antwerp can look back on a historical year. For the first time ever, more than 110 million metric tonnes of cargo were loaded on or unloaded from sea-going vessel. The latest available information points in the direction of a final figure close to 111 million tonnes. This means that total maritime turnover for this year will be some 4% higher than last year.

After the previous record breaking year 1994, maritime cargo turnover dropped by some 2.5%, which was a very small decline as compared to the other Flemish ports. With the new record of this year, Antwerp's position as the Flemish Mainport is stronger than ever.

More in detail, the growth of containerised traffic is the most striking figure. After going past the thirty million tonne mark in November, the result for the whole of the year is an estimated 33 million tonnes. As compared to 1996, a growth of 3.5 million tonnes or 12% has been achieved. This result means that the port of Antwerp is, for the fourth consecutive year, the fastest growing container port of the top three in Europe.

As to the non-containerised general cargo, Antwerp consolidates its number one status in Europe for the handling of a.o. paper and fruit. Some 4 million tonnes of paper products (+6%) and some 1.7 million tonnes of fruit (+6%) were handled. Remarkable results were achieved in the turnover of rolling material (1.3 million tonnes, +13%), flour (950,000 tonnes, +19%) and sugar

(880,000 tonnes, +9%). The

difficult position of the steel sector and the substitution of ore (shipped from overseas) by scrap (available in Europe) were a double setback for the port of Antwerp. Not only did the turnover of steel products fall to a disappointing 8.8 million tonnes (-1 million tonnes), but also the unloading of ores dropped by 1.3 million tonnes to 8.2 million tonnes.

Good to very good results were achieved in the liquid bulk sector: some 7.4 million tonnes of crude oil were unloaded from seagoing vessels (+17%) and the turnover of derived products grew to 16.7 million tonnes (+2%).

A total of 15,850 seagoing vessels called at the port of Antwerp, which are about 400 ships more than in 1996.

Dunkirk: 1997 Throughput Highest in 10 Years

THE third French port, Dunkirk, recorded a total throughput of 36.5 million tons and growth of 5% in 1997.

This is the best result for ten years for overall traffic (cross-channel activities excluded) as well as for general cargo.

The main commodities handled in Dunkirk are:

- hydrocarbons: 11 million tons of



French Transport Minister Visits Le Havre Port

DURING the official visit to Le Havre the Transport Minister, Jean-Paul Gayssot, took part in a meeting at the Port Authority which included elected members of the regional bodies, professional people from the different sectors of the port community, and representatives of those who work in the port and of many other social and economic groups concerned. The meeting was presided over by our Chairman, Mr Leloup.

The General Manager of the Port of Le Havre, Mr Graillet, gave the Minister and his staff an outline of the main problems challenging the port today, with special reference to such essential matters as the ongoing adaptation of the port to new needs, traffic development, the importance of industry, international distribution, European competition, capital investments undertaken in foreign ports, inland transport, and so on.

He then put forward solutions designed to set Le Havre on a level with the other great European ports,

among them an increase in market share resulting from massive traffic flows, impeccable service, improved rail shuttle services, the introduction of freight corridors to neighbouring countries and particularly to Eastern Europe, and going ahead with plans for a new container port known as "Port 2000".

The Minister said in reply that he had the greatest confidence in the future of French ports and was determined to give full backing to an ambitious maritime policy, since ports are vital to economic development. The "Port 2000" project was the right one for the years ahead and the Minister indicated that he intended to support it and ensure that full account was taken of all the factors involved, particularly with regard to the environment and the development of employment and qualifications.

The Minister was also careful to point out that it was at the same time essential to make big improvements to the rail services and declared that he was in favour of rail corridors to Eastern Europe. (Port of Le Havre Flashes)

'No-breaks' Operation at Göteborg: Productivity Up

THE leading Scandinavian container terminal, Göteborg's Skandia Harbour, has boosted its lift on/lift off productivity with about 20 per cent. A new system with individual lunch and coffee breaks (instead of general, simultaneous ones) lets the container



The Port of Göteborg had a record year in 1997, with 30.4 million tonnes of cargo handled, including 509,000 containers TEU. Part of the container volumes were influenced by the no-breaks operation scheme introduced in the Port's Skandia Harbour late in the year.

cranes and the straddle carriers operate non-stop between 0630 hours and midnight.

A production team (a foreman and his harbour workers) now has the responsibility to arrange its work so that no stoppages occur in the lift on/lift off operations. This means that a container crane can make at least 340 moves during a two-shift working day instead of 300.

It should be added that not only has productivity measured by working day been increased but productivity by hour as well. This is thought to be a result of fewer 'cold starts' during the working day, physical as well as mental.

Port customers are enthusiastic about the improvement in productivity. This goes for representatives of both cus-

tomers interfaces, quay-side and gate-side.

Port of Göteborg AB is the Nordic bridgehead for direct deep-sea container traffic. Unit-load traffic amounts to half a million TEU a year. The Port will take delivery of two post-panamax container cranes in the spring of 1998.

Million Containers Handled By BLG at Bremerhaven

SHORTLY before Christmas, BLG's Container Division achieved a very special record in Bremerhaven. For the first time, it reached the "magic number" of a million containers per year. Together with Hapag Lloyd Shipping Lines and the consignor Beck & Co., BLG dispatched the millionth box in 1997 at the Bremerhaven Container Terminal.

The 40 foot container belongs to the Hapag Lloyd lines and was loaded with Beck's beer. Its destination is the USA. The Bremen brewery Beck & Co. is by far the leading German export beer producer. Beck's Beer is the "Number One Imported German Beer" in America and

commands 85 percent of the market. It is brewed according to the traditional German standards of quality.

Container transport to and from North America has developed very positively for BLG during the current year. The BLG Container Terminals handled 37,200 individual containers more than in the first eleven months of last year. This number represents a growth rate of 12 percent and confirms Bremerhaven's outstanding position in regard to container shipping to and from North America.



2nd from left: BLG board member Mr Emanuel Schiffer; 3rd from left: Mr Adolf Adrion (Hapag Lloyd); 4th from left: Mr Detlef Gärtner (Beck & Co. brewery)

Cork Reduces Charges For Port Customers

THE Port of Cork Company will provide port customers with a £750,000 windfall next year following its decision to reduce most of its charges effective from 1 January 1998.

In making the announcement, Company Chairman Frank Boland said that his port's initiative had been taken in the context of an intensely competitive European port environment and a similarly competitive shipping industry.

Mr Boland stated that the reductions were a tangible recognition of the major contribution which European Structural and Cohesion Funds had made to the development of port facilities in the nineties.

He said that during the current decade the port was implementing a £43 million Capital Development Programme to provide state of the art facilities for port users. While the port

authority had provided £17.5 million from their own resources, European Funding had amounted to £25 million.

Mr Boland further pointed out that the new reduced charges came in the wake of a six year period during which port charges had remained static. The reductions are coming against a backdrop of record cargo throughput in 1997 when total traffic is running 17% ahead of last year, and will exceed eight million tonnes for the first time ever.

A major beneficiary of the new rates structure will be the container lines who will receive a 15% reduction on most of their charges. Dry bulk cargoes, particularly those in the agri sector, will also benefit substantially with reductions in goods rates in the order of 13%. Similar reductions will apply to car ferry companies such as Swansea Cork Ferries and Brittany Ferries as well as to the recently introduced Gaelic Ferries' service and the new Grimaldi Line service which is due to commence in January.

Mr Boland also announced a restructuring of ships' tonnage charges following a decision to change the basis of charging to gross tonnage in line with modern port practice worldwide. Separate EU and non-EU charges will result in reductions for particular elements of European trade. There will also be a substantial reduction of approximately 17% for oil tankers fitted with segregated ballast tanks.

Mr Boland said that the new Port of Cork Company's pricing policy was designed to confer a competitive advantage on Port users of the Port of Cork and it was in keeping with the commercial mandate given to the company by the Irish Government at its incorporation in March of this year.

Grimaldi Euro-Med Service to Call at Cork

IRELAND's first ever direct roll-on roll-off link with the Mediterranean and Northern Europe will be established in January 1998 when the Grimaldi Euro-Med Service will make its first call to the Port of Cork. Beginning with a ten day frequency and increasing to weekly calls later in the year, the service will start with the 35,000 tonne sister ships *Fides* and *Spes* and they will be joined during the year by the 53,000 tonne *Grande Europa*, currently under construction. The latter vessel, which in turn will be joined by



Artists impression of Grande Europa due to join the Grimaldi Euro-Med Service to Cork early in 1998.

sister ships *Grande Mediterraneo* and *Gran Bretagna*, will have a service speed of over 20 knots thus ensuring that shippers can enjoy the fastest possible transit times. The Port of Cork will be linked with Mediterranean and Iberian ports such as Ashdod, Limassol, Piraeus, Izmir, Palermo-Salerno-Savona, Alexandria, Barcelona and Setubal and Scandinavian ports such as Wallhamn and Esbjerg as well as Portbury, Sheerness, Southampton and Antwerp.

Traffic typically carried on the well established and highly successful Euro-Med Service, in which there has been a \$450 million capital investment to date, includes cars, vans, commercial vehicles, mafi trailers, forest products, containers and all forms of general cargo. The versatility of the multipurpose vessels is particularly advantageous in the project cargo sector. The new generation Grimaldi vessels have proven to be extremely effective and are the most technologically advanced ro-ro carriers on the North European and Mediterranean routes.

Dr. Emanuele Grimaldi, Commercial and Operations Director, Grimaldi Group, said that the decision to include calls to Ireland was made after thorough market research and the Port of Cork had been selected in the light of its superb deepwater facilities and its highly favourable geographical location. Dr. Grimaldi said that "by strengthening the Grimaldi Euro-Med Service our aim is to offer a unique and innovative cabotage service for the shipment of all kinds of ro-ro cargo, containers and general cargo. A sea highway will directly link the peripheral areas of Europe from Greece, Sicily, Southern

Italy and Portugal to Ireland, England, Denmark, Sweden and Belgium. Our destinations will be increased with the introduction of three new ports, Cork in Ireland, Alexandria in Egypt and Esbjerg in Denmark and within one year we plan to serve eighteen ports in fourteen countries with a weekly frequency."

In welcoming the new service, Sean Geary, Marketing Manager, Port of Cork, said that he was delighted that Cork had been chosen for such a prestigious service and it was a recognition of the outstanding facilities at the Ringaskiddy Deepwater Terminal where these large 180 metre vessels can be handled at all stages of the tide. He assured Grimaldi that they could look forward to quick, efficient vessel turnarounds and he was of the view that the first time availability of direct ro-ro services to both Northern and Southern European ports as well as Mediterranean ports would confer on Irish importers and exporters a strong competitive edge in their respective markets.

Valletta: New Records In Cruise Ship Calls

THE Port of Valletta achieved new records in cruise liner calls and passenger arrivals in 1997. In total, 128,400 passengers and 198 cruise liners visited the Grand Harbor representing an increase of 78% and 32% respectively.

Among this year's first timers were

RCI's *Enchantment of the Seas*, P&O's *Oriana*, Holland America Lines's *Rotterdam VI*, and DSR's *Aida*. Other regular callers included Thomson and Airtours, which together with DSR, called at the Grand Harbor fortnightly.

The largest increases in passenger influx were recorded from American, British, and German visitors, reflecting the main cruise markets worldwide.

Dr Edward Woods, the chairman of the Malta Maritime Authority, commented: "Malta has today become one of the leading Port of Calls in the Mediterranean in view of its attractive package it offers to cruise operators. Malta offers a variety of shore excursions reflecting the country's history and heritage, which, coupled with the comprehensive maritime services available, render the Grand Harbour one of the most sought after destinations in the area."

With a generally positive scenario for cruise lining in the Mediterranean, indications are that Malta will continue to attract a certain level of cruise line activity. Moreover, various operators currently calling at Malta, along with first timers like Orient Lines, NYK, and Norwegian Cruise Line, have already confirmed calls for 1998.

Roofed Unloading of First Vessel in Amsterdam

IN mid-January the first vessel moored at the new roofed-in 'all weather' terminal in the Amsterdam Westhaven and unloaded its steel cargo whilst fully protected from the weather. The covered terminal is a first in the Netherlands and Western Europe. It is managed by general cargo stevedore Waterland Terminal BV, previously known as Waterlandse Havenbedrijven BV. The first arrival carried steel from Sweden and was unloaded on the orders of Amsterdam's Thor Shipping and Transport BV, Westland Terminal's largest customer.

The covering of the quay makes this terminal unique. Coasters with moisture-sensitive contents such as steel and wood products can now load and unload their goods under any weather conditions. The terminal is fitted with overhead travelling cranes which are fixed to the ceiling by means of a rail system. The size of the roof covering and reach of the cranes make it possible to directly transship to seagoing vessel, inland shipping vessel or truck at a very

high rate.

For transshipment companies, transport companies and Waterland BV, the terminal operator, the covered terminal offers an improvement in efficiency and is a significant cost-saver as loading and unloading is now possible at any time of day and night. Management also feels the environment is benefiting from the terminal. The covered terminal not only offers effective transport by water and quality transshipment, but because products are not affected by weather conditions, less packaging material is required.

Construction on the complex started mid-1997. Besides the terminal, there are also plans for a (non-covered) quay, and warehouses, office building and site for open storage. The covered terminal is now ready for use. The entire complex is expected to be completed towards the end of March, at which time the official opening will take place. Total investment is some NLG14 million.

The former Waterlandse Havenbedrijven BV, operating under the new name Waterland Terminal BV since 1 January, have already moved their activities from the old terminal in the Neptunushaven to their new location.

Amsterdam Ports Region Towards New Record

THE Amsterdam Ports region – the ports of Velsen, Beverwijk, Zaanstad and Amsterdam – is heading for yet another record year. Based on transshipment volumes for the last nine months, Port Management expects this year's levels to exceed 1996's record (54.7 million tons). Goods totaling over 43.5 million tons have already been transshipped, a growth of 8.5 percent on the period. Both dry and liquid bulk movements grew. Dry bulk increased by 9.3 percent to 29 million tons and liquid bulk by 15.4 percent to 8.7 million tons. Over the last three quarters 5.8 million tons general cargo were transshipped (-3.6 percent).

"It is satisfying that record transshipments in our port region are within our grasp for the third year in succession", says Port Management Executive Director Godfried van den Heuvel. "Even though profits can always turn down, I am convinced the region will sustain the upward trend after 1997. Prospects are good. New port sites will be available in the near future. This will

mean more space for commerce, growth in activities and employment. The second large lock is also close to realization, now that it is in the Ministry of Transport's Infrastructure and Transport Program. Calculations suggest that a second large lock will lead to a major increase in cargo transport and employment."

State Ports of Spain for Economic Development

ARTICLE 149.1.20 of the Spanish Constitution provides that:

"The State has exclusive responsibility over coastal lighting, maritime signalling and ports of general interest ..."

Such responsibility is assumed by the Ministry of Public Works, Transport and the Environment through its port organ "State Ports of Spain" (Puertos del Estado) and the Port Authorities.

The priority aim of State Ports of Spain is to ensure that the ports contribute in an efficient manner to the economic development of the country.

Supporting initiatives, ensuring the smooth functioning of procedures, drawing up plans and designing strategies of combined action, optimizing management efficiency, implementing the port policy of the Government and serving as intermediary between the ports and the central administration, are just a few of the many functions carried out by State Ports of Spain to support the development of our port system and ensure its successful future.

With the dawn of the next century coming up on the horizon, a new chapter is set to begin for the Spanish port sector.

The future will be characterized by precision, modernity and progress; by the coordination of criteria and objectives; and by a corporate identity that has become a watchword for efficient management.

Spain, thanks to her own peculiar peninsular and insular geography, has the longest coastline of any country in the European Union. Of the 26,000 km of coastline shared out between the fifteen countries of the EU, 8,000 km corresponds to peninsular Spain and to her islands.

The large majority of the country's cargo traffic is centered along this

coastal fringe, concentrated in the state-owned ports which are managed by 26 Port Authorities which, in turn, are controlled and coordinated by State Ports of Spain.

State ports are defined as being ports of 'general interest', meaning that they meet the following criteria:

- They serve as a base for international commercial maritime activity.
- Their zone of commercial influence extends to several regions.
- They serve industries which are of strategic importance to the national economy.
- Their annual commercial maritime traffic is of a sufficiently high volume, or the type of traffic handled plays an essential role in the general economic activity of the State.
- Their particular technical or geographical conditions are vital to the security of maritime traffic.

These same ports also have the necessary physical and technical qualities, as well as the required degree of specialisation, to handle efficiently and in large volume all types of traffic and ships, thereby allowing them to compete with the major ports of Europe.

Peaceful Coexistence

All industrial activity and services that take place in Spanish ports do so with respect for, and a deep consideration of, the harmonious coexistence and close proximity that exists between city and port, the latter accepting to the full its dual commercial and civic role.

In the context, Spanish state ports, with the participation of the private sector, are planning and investing in urban projects which aim to ensure the harmonious opening up of land within the port public domain, scarcely exploited by the port in commercial terms, for the use and recreation of the city's inhabitants.

The object is to develop a common ground between port and city whereby the commercial life of the port blends with and enhances its recreational aspects.

Criteria governing Spanish port policy in this regard are as follows:

- Port space is not judged to be solely for the use of the port to the exclusion of all other parties. Rather areas that are not used for port activity may be put to a different use for the service of the community.
- Any areas used by the public nevertheless remain the property of the Port Authorities, with their possible future use as a site for port activity guaran-

teed.

- Such areas are not for residential purposes.

- Projects undertaken must be economically viable and profitable, both financially and in terms of the added benefits and advantages they bring to the community as a whole.

Ports in Figures

The port system plays an important role in the economic development of Spain.

Each year, the port sector accounts for some 20% of the Gross National Product corresponding to the transport industry (or in overall terms, 1.1% of the total GNP), generating work for 35,000 people directly, and a further 110,000 indirectly in the field of naval construction, service industries, supplies to the

sector, etc.

Traffic figures, for both passengers as well as cargo, reflect the boom in the port sector and maritime transport in recent years.

Container Traffic: In 1944, the highest volumes of container traffic were recorded in the following ports: Algeciras, which reached the landmark figure of 1,000,000 TEUs thus becoming outright leader among Mediterranean ports; Barcelona with 605,000 TEUs, Valencia with 467,000 TEUs, Las Palmas with 310,000 TEUs, Bilbao with 267,000 TEUs and Santa Cruz de Tenerife with 221,000 TEUs.

Of the above ports, the largest rises in traffic volumes from 1993 occurred in Algeciras (+24.43%), Valencia (+21.16%) and Bilbao (+20.45%).

PORT TRAFFIC
(Total Cargo)

Year	Mill. Tons
1950	30
1960	65
1970	145
1980	227
1985	237
1990	256
1991	265
1992	260
1993	245
1994	260
1995	273

CONTAINER TRAFFIC
(Thousands of TEUs)

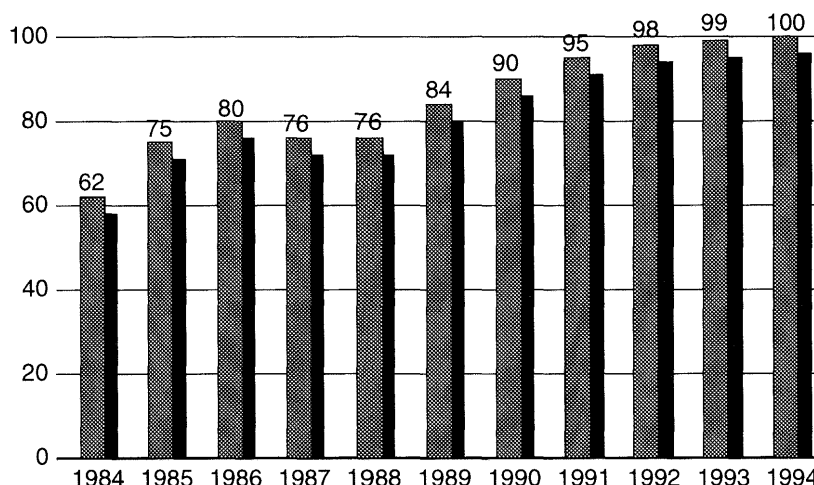
Year	
1983	1,458
1984	1,722
1985	1,850
1986	1,846
1987	2,170
1988	2,221
1989	2,285
1990	2,433
1991	2,703
1992	2,830
1993	2,836
1994	3,276
1996	3,493

Economic Results: In 1994, the net income on turnover of the state port system rose to 89,507 million pesetas, an increase of 13.1% on the previous

year, with operating costs, including depreciation and provisions, of 67,632 million pesetas, 5.7% less than in 1993.

These results cover all operating and

PERCENTAGE SELF-FINANCING
OF INVESTMENTS



financial costs, including those of State Ports of Spain, as well as depreciation of assets and port installations, generating sufficient funds to enable investment in infrastructure.

At the same time, the Spanish port system has become progressively more independent financially to the point where as of 1994 it no longer depends on the budgets prescribed it by the State.

Stevedore Sector: The stevedore sector has been undergoing a gradual process of reform since 1986 which has led to considerable improvements in the sector.

Recent years have seen the number of stevedores drop from 5,857 in 1990 to their current level of 3,897.

These results taken together clearly demonstrate the increase in efficiency achieved by Spanish ports.

To provide a flexible and efficient answer to the coordination of all the activities of the country's ports; to ensure that management be technically and economically profitable; to collaborate at all times with the Port Authorities, such as the tasks for the future facing all those who, through their efforts and dedication, represent State Ports of Spain.

(Puertos del Estado)

EU Ports: Database for Environmental Programs

EU seaports have decided to create a common database to facilitate implementation of measures aimed at improving the environment. The database, known as Eco-information, will be used by ports as a tool to help them implement more efficient environmental programs.

Eco-information will provide EU ports with access to the experience gained at a large number of other ports when they are faced with the task of choosing the most efficient way to tackle a particular environmental problem.

The prime mover behind the creation of the database is ECEPA, which is an independent organization working in close cooperation with ESPO. ECEPA stands for Environmental Challenges for the European Port Authorities. ESPO is the European Seaports Organization, formed to act as a discussion forum and partner for the European Union Directorate General No. VII (transport).

The project is led by a group of EU ports, including the Port of Göteborg. The other ports are Amsterdam, Antwerp, Barcelona, Rotterdam, Genoa, and the British Ports Association.

Range of problems

Ports face environmental problems of many kinds. A list prepared by the ports involved in Eco-information includes emission problems, noise problems, conflicting interests of ports and living/recreational areas as well as problems associated with the residue from port activities, such as contaminated land.

"This will be an excellent tool that will allow ports to act faster in their

own particular environment and do so cost-effectively," says Alf Olofsson, the Port of Göteborg quality and environment manager and a member of ESPO's environment committee.

"This will also prove to the public that the ports are interested in these matters and that they are actively involved in speeding up development."

During the initial stages, the participating ports will be the ones to benefit from the Eco-information although the plan is for all ports in the Union to eventually have access to the available information.

(Port Bulletin from the Port of Göteborg)

Hull Terminal Awarded ISO Quality Standard

THE new Hull Steel Terminal at Associated British Ports' (ABP) Port of Hull has been awarded an internationally-recognized quality assurance standard.

Lloyd's Register Quality Assurance awarded Hull Steel Terminal with BS EN ISO 9002 Quality Standard after assessing the port's steel-handling operations.

Simon Brett, Steel Terminal Manager and the terminal's designated Quality Manager, says he is delighted that Hull Steel Terminal has been accredited

with this prestigious award.

"This quality standard is in recognition of the high standard of facilities, equipment and services which we at the terminal provide our customers. The scope of the award is for the import, export and distribution of all steel products," said Mr Brett.

Hull Steel Terminal is located at the port's King George Dock; it is Britain's first and only fully-enclosed steel-handling facility. The port's terminal provides the highest-quality service available for steel-handling at any UK port, enabling weather-sensitive cargoes to be handled and transferred to road and rail completely undercover.



Associated British Ports brand-new Hull Steel Terminal has recently been awarded BS EN ISO 9002 Quality Standard by Lloyd's Register.

Sports Minister Launches 'Thames Commandments'

SPORTS Minister Tony Banks has launched two initiatives by the Port of London Authority (PLA) which are designed to help people enjoy recreation on the tidal River Thames and stay safe at the same time.

The Minister unveiled the PLA's new 'Riverside Code', at the London International Boat Show. The code is designed in a colorful cartoon style, but includes serious messages and advice about safety on the foreshore of the River Thames.

In poster form, the code will be given to schools and sailing clubs along the river and will also be appearing on riverside notice boards, has ten 'Thames Commandments.'

These include telling people not to swim in the river; to dial 999 if they see anyone in difficulty; to beware muddy areas and not to throw rubbish in the Thames.

Mr Banks also officially launched the PLA's new booklet entitled 'Recreation on the Tidal Thames—objectives and opportunities'.

Its aim is to show how the PLA proposes to enable the provision of safe opportunities for sport, recreation and relaxation along the tidal river, while ensuring the environment is protected. These include:

- Identifying and publicizing areas that can be used by nominated water sports.
- Enabling water sports clubs to be developed where it is safe.
- Providing support for safety awareness training in schools and clubs.
- Regularly talking and listening to all river users and establishing close links with water sports clubs on the tidal Thames.

The PLA also plans to make the costs of supporting and enabling recreational use of the tidal river available on request and is talking with river users about how this support might be extended and financed in future.

Speaking at the launch Mr Banks, who is MP for West Ham, said: "Like every other Londoner I am in love with the Thames. It is a great asset for London and I am very happy to lend my support to these initiatives by the PLA to encourage people to use the River for recreation and to do so safely."

PLA Chairman Sir Brian Shaw said: "We want to do all we can to help people enjoy the best possible recreational

and sporting use of the tidal Thames which, treated with respect, can be a significant amenity for people living close or alongside its 95 miles, and we are delighted that Mr Banks has given us his valuable support to both our initiatives.

"Safety is of paramount importance to us and we hope these two documents will enable all those who wish to use the river to do so without harming themselves or other river users," he added.

1997 PLA Throughput Over 55 Million Tonnes

TOTAL trade in the Port of London continued to grow in 1997 with an additional three million tonnes (six per cent) passing through the port, bringing the annual throughput to 55.7 million tonnes.

The most dramatic increase came in roll on-roll off traffic, which saw a 33 per cent increase from 3.4 million tonnes in 1996 to 4.5 million tonnes last year as terminals introduced new routes and services. Unitised traffic as a whole rose by 16 per cent to 8.5 million tonnes, while aggregates tonnage increased by 11 per cent to seven million tonnes.

There were across the board increases in trade at 69 of the Port's 84 operational terminals. While increases in fuel tonnage's (oil and coal) saw small increases, the rise in non-fuel tonnages of more than ten per cent is seen as particularly significant. Government estimates put the growth in the UK's Gross Domestic Product at less than four per cent in 1997, which points to the Port of London having increased its market share in the past 12 months.

Other cargoes that saw significant growth include chemicals, which increased by 18.9 per cent to 674,000 tonnes (567,000 tonnes in 1996); cement – which rose 208,000 tonnes to 663,000 tonnes (455,000 tonnes in 1996) and forest products which increased by nearly eight per cent from the previous year to 2.2 million tonnes (2.09 million tonnes in 1996).

Welcoming the increased trade figures, David Jeffery, Chief Executive of the Port of London Authority, said: "The Port of London continues to demonstrate its all-round strength in handling a wide range of cargo, almost all of which have seen increases in the past year. The increase in trade by more

than seven million tonnes in the last five years reflects the PLA's success in pursuing first class operational standards at competitive costs and creating a business environment where enterprise can flourish.

Clearly customers have also been attracted by the investment in new terminals, cargo handling facilities and equipment and infrastructure. The fact that the Port of London is the only port directly serving London, has excellent transport links with the UK and – thanks to new intermodal facilities – with Europe, has also been a significant factor in our growth," he said.

1997 Traffic in Helsinki Reaches New Peak

ACCORDING to preliminary information, goods traffic in the Port of Helsinki has increased and reached a new peak. In all, 11.3 million tons were transported. Compared to last year, the increase was nine per cent. General cargo traffic increased with 10 per cent to 8.3 million tons.

Export traffic was 4.3 million tons and import 4.0 million tons. Of imported goods, close to 0.5 million tons was transit traffic to Russia. The general cargo consists of consumer and investment goods and semifinished goods.

General cargo was mainly transported as unitized cargo: 80 per cent of the goods was transported in containers, trucks and trailers, the rest of it mostly in various other forms of unitized cargo. The number of containers was approximately 330,000 TEU and the number of vehicles and trailers approximately 290,000.

The amount of bulk was approximately 3.0 million tons, of which 1.8 million tons was foreign import and 1.2 million domestic transports. Bulk cargo consisted of import of coal and oil products, as well as transport of building materials. The amount of bulk transport increased with close to four per cent compared to the year before.

Passenger traffic in the Port of Helsinki increased to more than 8.1 million passengers. The number of passengers increased by eight per cent from the preceding year. Two thirds of the passengers travelled to Tallinn, the remaining third, mostly, to Stockholm. Traffic on both Tallinn and Stockholm increased.

Asia/Oceania

Qinhuangdao: New Coal Terminal Okd by Gov't

AFTER 4 years construction and 6 months trial run operation, Qinhuangdao phase 4 coal terminal passed the official acceptance given by the Ministry of Communications on 18 Dec. 1997. The formal commissioning of this terminal is adding another 30 million tons designed capacity to the port and increasing Qinhuangdao's coal handling throughput to more than 100 million tons per annum.

This dedicated coal loading terminal is an associated project with the electrified double-line railway from Datong to Qinhuangdao which undertakes the major task of moving coal from north to south of the country as well as for coal export.

Located in the East Harbor of Qinhuangdao, the terminal runs 3 modern coal loading berths, one for capesize vessels and two for 35,000 dwt bulk carriers. The total project investment includes RMB 84.8 million yuan (US\$10.23 million) and Japanese yen 10.34 billion of the third patch of Japanese government Overseas Economic Cooperation Fund.

The total quay Length is 1,500 m. Its 6 stacking yards cover 338,000 square meters floor space which has 2.3 million tons coal stocking capacity.

The complete set of modern coal handling facility has been purchased through international bidding method which is composed of 12 single machines and 3 processing systems including 2 sets of triple-car-dumpers, 3 stackers, 4 reclaimers, 3 shiploaders, 15.7 km belt-conveyor and all other auxiliary facilities.

During the trial run operation from July 1 to Dec. 9, 1997, the new terminal handled 4.69 million tons of coal and loaded 3.9 million tons for shipment.

According to the port's development plan, a dredging project of deepening the main approaching channel to meet draft requirement of capesize vessels will be commenced in 1998 and be completed by the end of 1999. By then the port of Qinhuangdao will be able to provide the terminal users with more satisfied services.



Innovative Strategy for Ishikari Bay New Port

By Hideki Sato
Executive Vice-President
Ishikari Bay New Port Authority

ISHIKARI Bay New Port is located in central Ishikari Bay in Hokkaido, Japan, and overlooks the Sea of Japan. It is the nearest port to the City of Sapporo, which is the hub of Hokkaido's political, economic and cultural life.

Sapporo is internationally known as the host of the 11th Winter Olympics in February 1972, featuring 1,600 participants from 35 countries and regions. The City is also famous for its "White Illumination" and "Snow Festival" events held during the winter season from November to February, which



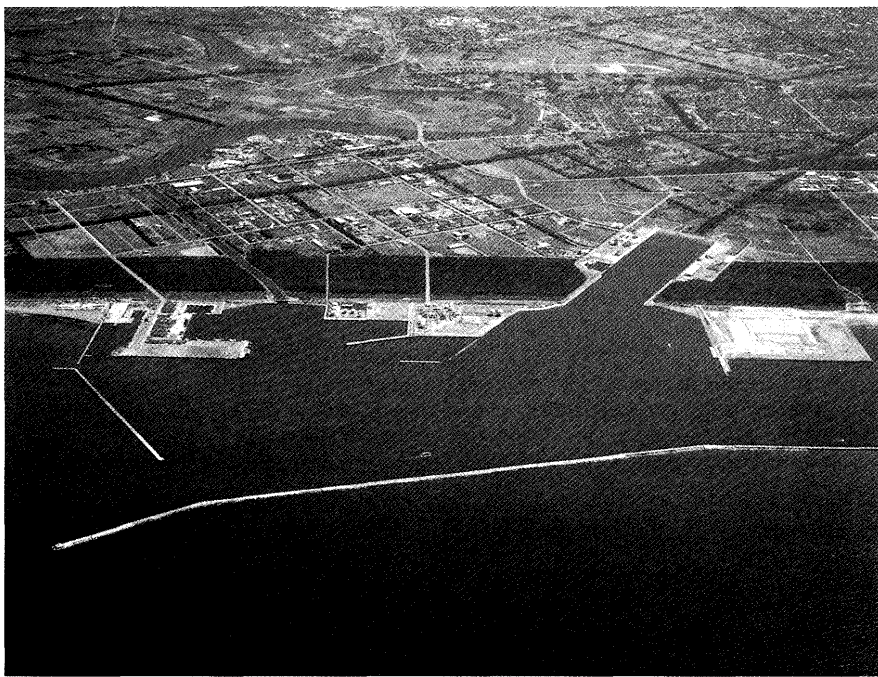
evoke the winter fantasy of the North.

In July 1995, Ishikari Bay New Port was equipped with CIQ (Customs, Immigration and Quarantine) facilities. It is in a very real sense Japan's "New Port". Since the inauguration of the Pusan-Ishikari regular container line in July 1997, it has contributed in large measure to the economies of Japan and South Korea.

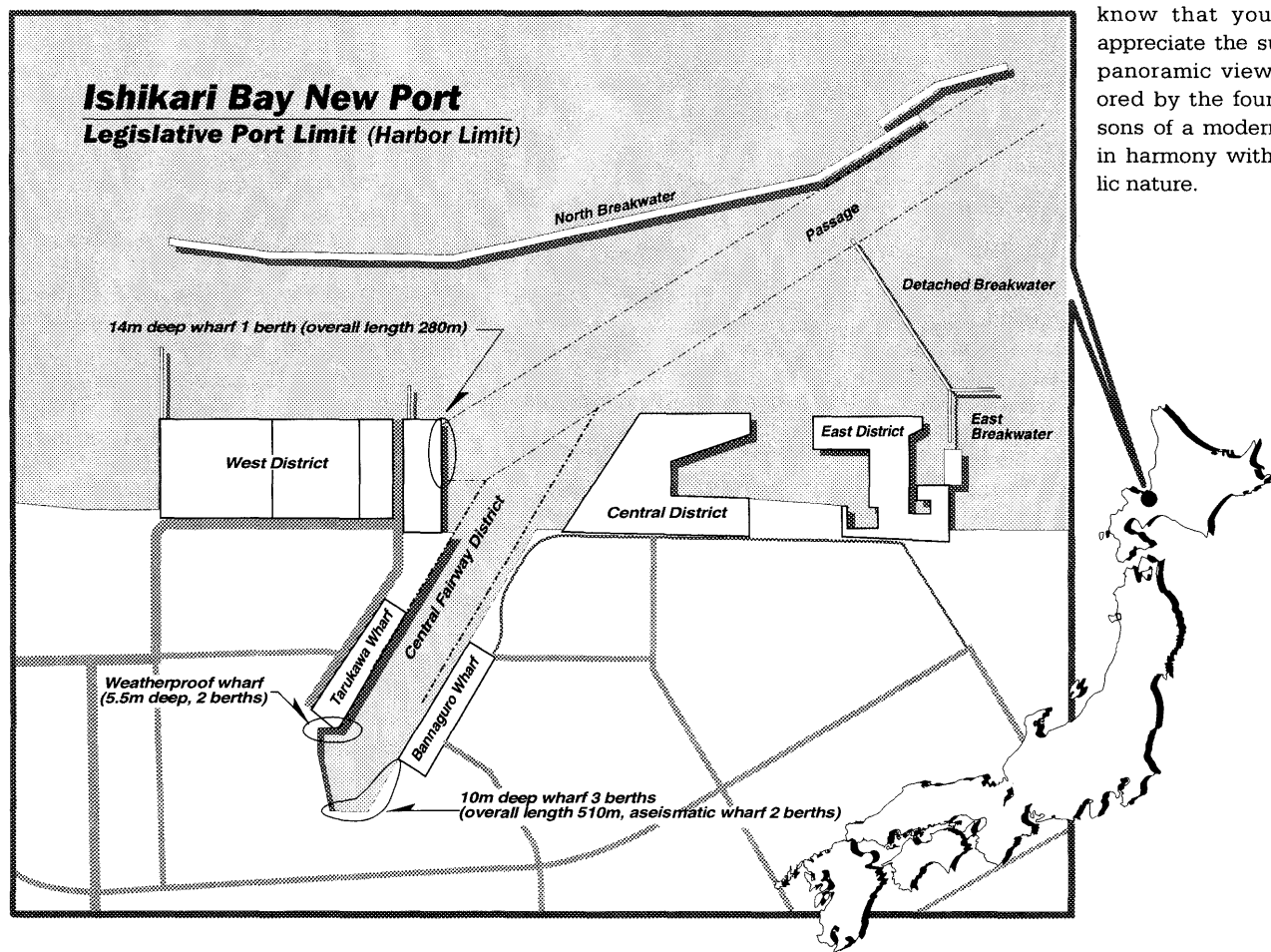
The Ishikari Bay New Port Authority, founded by the three governing bodies of Hokkaido, the city of Otaru and the city of Ishikari, oversees the port. It is the only port in Hokkaido in which the Governor of Hokkaido serves as the port management body. Ishikari Bay New Port is considered one of the nation's foremost ports.

A fully developed land traffic network of national highways and expressways links the port to major cities and provides easy access to Sapporo. More than 700 enterprises, including a physical distribution warehouse, cold storage warehouse, fish processing factory, machine and metal industries, have moved to and branched out in the Ishikari Bay New Port District (3,022 ha). Located behind the port, this district has been developed as Japan's largest industrial and distribution area, and has invigorated local businesses.

In particular, large cold storage warehouses for the fisheries products that comprise the nation's chief source of food protein have been built behind the port to ensure an adequate supply of fisheries products and frozen foods. Imports and the number of enterprises



A bird's-eye view of Ishikari Bay New Port



know that you will appreciate the superb panoramic view, colored by the four seasons of a modern city in harmony with idyllic nature.

entering and branching out into this district are on the rise.

I will now outline the present port facility. A public wharf, consisting of a 10 m deep wharf with five berths (overall length 925 m) and a 7.5 m deep wharf with seven berths (overall length 910 m), is complete and in service. Also complete and in service is a special wharf 7.5 m deep with three berths (overall length 430 m) for petroleum and LPG exclusively, to support the business strategies of enterprises around the world.

Nevertheless, we are not yet satisfied with the development and use of the port, which is considered a national project.

Based on the port project revision of December 1997, we will endeavor to bring about a more efficient and economical physical distribution system to help worldwide enterprises to promote their active trade with Japan.

In the future we will actively modernize the port according to "The Innovative Strategy for the Port" in the following way.

By the year 2004, a 14 m deep wharf will be developed to permit port entry

by large 50,000 ton vessels. Since the city behind the port is an economic and cultural center, efficient freight distribution will be possible if goods such as raw materials are imported by large vessels and all enterprises recognize the Ishikari Bay New Port District as its hub. This will also stimulate exchange between the Port District and people around the globe.

Plans are under way to build an "aseismatic wharf" (water depth 10 m, two berths) that uses data from Kobe Port acquired as a result of its catastrophic earthquake as well as a "weatherproof wharf" (5.5 m deep, two berths) to guarantee a prompt cargo handling service for users in the event of inclement weather.

We will strive to rise to the challenge of innovative port planning in our country so as to meet all of your needs. Please consider using Ishikari Bay New Port.

We will do our best to answer any questions or requests you may have, so please contact us on fax no. 81-133-64-6666.

Finally, we ask that you make a point of seeing Ishikari Bay New Port. We

Nagoya Major Becomes Head of Nagoya Port

THE term of presidency at the Port of Nagoya is two years, with the office alternating between the Mayor of Nagoya City and the Governor of Aichi Prefecture, as the Nagoya Port Authority is administrated jointly by these two local governments.

On September 7, 1997, Mr. Takehisa Matsubara, the new Mayor of Nagoya City, took over as president from Mr. Reiji Suzuki, the Governor of Aichi Prefecture, who had completed his term. In his greeting speech, Mr. Matsubara said, "The recent movements toward the disappearance of international borders and rapid growth of globalization in the financial and industrial world bring with them intense competition, particularly in Asia. Under these circumstances, the Port of Nagoya will always be a critical support for our region's industry and a secure life for area residents as a major international port."

Tauranga: Cruise Ships Contribute to NZ Economy

CRUISE ship visits to the Port of Tauranga have the potential to inject millions of dollars into the central region's economy.

Port Chief Executive Jon Mayson was responding today (12 December 1997) to a Cruise New Zealand report which shows that cruise ships visiting New Zealand injected \$42 million into New Zealand's economy in 1996 - 1997 season. The 1997 - 1998 season is likely to show a significant increase.

Mr Mayson says 16 cruise ships have visited the Port of Tauranga in the past year.

"The Port serves as a gateway to tourist attractions in the Bay of Plenty, and central region, with the drive from the Mount Maunganui wharf to attractions in Rotorua taking only an hour.

"We are keen to encourage further growth in this industry by working alongside tourism operators and cruise ship lines to make Tauranga an even more desirable destination.

"The cruise ship season is at its height over the summer months. The signs are that there could be future expansion with enormous potential for the Port," says Mr Mayson.

The first cruise ship visited the Port of Tauranga in 1968. Since then, the rate of visits has increased on average by ten percent annually. Most of the ships are European-based.

'Seabourn Legend' First For Tauranga Season

THE creme de la creme of cruise ships will be the first to visit Tauranga this season.

The *Seabourn Legend* will mark the beginning of the cruise liner season in Tauranga when it arrives at the Port on December 29. It is one of three vessels owned by Seabourn Cruises, which recently won the Oscar of travel awards when voted the world's best cruise line in renowned travel magazine, *Conde Naste*.

Managing Director of McKay Shipping Ltd, Seabourn Cruises New Zealand agent, Craig Harris, says the vessel plays host to the elite of cruise line passengers.

"The *Seabourn Legend* is a five star plus vessel where the price per passenger is around US\$1,000 a day," he says.

"Most of the 210 passengers on each cruise are Americans who typify the five star spending group highlighted in Cruise New Zealand's recent survey on the economic impact of cruise ship visits to this country.

"These are the people who will come to New Zealand looking to spend tens of thousands of dollars on unique souvenirs such as greenstone jewellery."

Cruise New Zealand's report estimated that cruise line visits injected \$42 million into the national economy during the 1996-97 season and estimates this figure will increase next season, which runs until March 1998.

The *Seabourn Legend* is the first of 16 cruise liners to visit the Port this season. It will be in port for one day.

Taranaki Set to Gain Further Trade Growth

EXPORT shipping volumes from Port Taranaki have grown over the past two decades at a rate unmatched by any other New Zealand port - the challenge now is to ensure the growth continues, says Westgate Transport Ltd chief executive Ron Snodgrass in the company's annual report.

In his review of the 1996/97 operational year, Mr Snodgrass says that from a point in 1994 when exports shipping again exceeded more than one half of all traffic volume, it grew to two-thirds in 1996, and this year was just short of three-quarters of total trade.

Export figures for the last financial year showed a record annual throughput of 4.32 million freight tonnes, which bettered plan targets by 21.8%, and was a 23.6% improvement over the 1995/96 year.

These export tonnages were a major component of a new trade record of 5.95 million tonnes set by Port Taranaki during the year.

The challenge before us is to seize opportunities to gain further trade growth matching that experienced over the past 20 years," Mr Snodgrass reported.

"Pursuing avenues open to Westgate to profitable, new and increased business is a priority of management. Prospects to do so are presently under active consideration, success of which would substantially enhance the benefit to customers to expand their shipping through Port Taranaki."

Mr Snodgrass added that close monitoring of operating performance continued throughout the year. The results from this, including successful accelerate loading trials for certain lines of bulk liquids, again proved the ability of the port's berths and support facilities to efficiently accommodate material increases in shipping and traffic volumes.

The annual report shows that revenue from operations, reported at \$25.32 million and up \$2.21 million or 9.56% from the previous year, exceeded planning by \$2.75 million or 12.18%.

Together with effective and prudent management of Westgate's assets and operating costs, this increase in revenues ensured an excellent profit result. The financial statements report net profit before taxation of \$11.53 million, a figure which bettered budget by \$2.77 million.

In his annual report, Westgate Transport Ltd chairman Ralph Latta supported Mr Snodgrass' comments on the need to ensure future business growth for the port. While freight tonnages surpassed the record of the previous year by some 10.6%, this was largely the result of the mining of a diminishing resource - natural gas.

With that in mind, changes in the dairy industry are being closely monitored, Mr Latta said.

"The merger of Kiwi Co-operative Dairies and Tui will result in a considerable increase in manufactured production on the Hawera site. Westgate is putting strategies in place to encourage shipping arrangements to facilitate this production passing through Port Taranaki."

Similarly, initiatives for coal, timber and other products continue to be monitored. However some of these are long term and unlikely to have an immediate impact, Mr Latta said.

(News from Westgate)

PSA: 14 Million TEUs In Container Throughput

PSA Corporation Limited has achieved a throughput of 14.12 million TEUs for the year ending 31 Dec 1997. The 9.1% growth over 1996's throughput of 12.94 million TEUs is very satisfactory given the prevailing economic and currency crises in the region.

Dr Yeo Ning Hong, Chairman, PSA, said, "We would like to thank all our

customers for their continued support in making PSA their port of call. This year's result is testimony that our customers continue to find value in using our services. This will spur PSA to continue to do even better for our customers in the new year.

"In 1997, PSA implemented several initiatives to get to know our customers better and to meet their needs more comprehensively. Our customers' feedback has enabled us to provide customized service which they require and allowed us to focus squarely on their unique requirements. PSA has also worked hard to reduce customers' cost by providing highly reliable service in berthing their ships on time, delivering very fast handling rates and providing faster connections for transshipment containers."

High productivity played an important role in our achievement of 14 million TEUs. For the third generation container vessels of PSA Corporation's major customers, the average number of containers handled per vessel call was more than 2,000 TEUs. They were serviced at an average rate of 88 containers per hour, the highest in the world.

PSA Corporation-Fiat Tie-up in Italian Ports

SINGAPORE's PSA Corporation, the world's largest single container terminal operator, signed an agreement with Sogespar, a wholly-owned subsidiary of the Fiat Group, to purchase a majority equity stake (60%) in Sinport. Sinport owns 95% of Voltri Terminal Europa (VTE), the company which operates the largest container terminal in Genoa. Sinport recently won the bid to acquire a controlling 53% interest in Vecon, the company operating the Venice Container Terminal. Following the Vecon acquisition, Sinport will operate container terminals on both the Tyrrhenian and Adriatic coasts of Italy.

The agreement signed in Milan, Italy, by Mr Vittorio Vellano, Chief Executive, Sogespar and Mr Goon Kok Loon, President of International Business, PSA Corporation, marks the way for a fruitful partnership between the Fiat Group and PSA Corporation. The skills and expertise of the two groups will play an important part in the further development of Sinport.

Under the agreement, PSA Corporation will acquire a 60% stake in Sinport,

with Sogespar retaining 38.8% and a private Italian investor, the remaining 1.2%. PSA Corporation will be involved in the management and operations of VTE and Vecon its first European project.

Commenting on the agreement, Mr Goon Kok Loon said: "The agreement marks the beginning of a fruitful partnership between PSA and the Fiat Group, one of the leading industrial groups in the world. VTE's strategic location in Genoa holds tremendous potential for its development into a major port for Italy and gateway to Southern Europe. I am confident that our investment here will realise Genoa's goal to be the premier port for Italy and one of the premier ports of the Mediterranean," said Mr Goon Kok Loon.

Mr Vittorio Vellano, Chief Executive, Sogespar, added: "The pooling of our two companies' expertise and experience will reap synergies that will benefit both sides. I have no doubt that, with PSA's help, the success story of the Singapore Port can be replicated at Voltri Terminal Europa and Venice Container Terminal."

PSA Corporation has enjoyed a long-standing relationship with Sinport. In 1991, MAP Services Pte Ltd, a subsidiary of PSA, was engaged by Sinport to provide port management consultancy services to start p VTE. Since then, the two organisations have maintained strong links.

Maersk Joins PSA Corp in Dalian Container Terminal

THE Maersk Group has signed an agreement with PSA Corporation Limited to participate in transforming China's Dalian Container Terminal (DCT) into a major container port for the region. The signatories for the agreement that was signed on 4 November were Mr Khoo Teng Chye, Group President, PSA Corporation and Mr Knud Stubkjaer, Asia Chief Executive for Maersk Line. The signing was witnessed by Mr Goon Kok Loon, President, International Business Division, PSA Corporation and Mr Carsten Knudsen, Senior Vice-President (Corporate Affairs/Asia Region), Maersk Singapore.

Through the agreement, PSA Corporation Limited Singapore will sell a portion of its equity in the Dalian project to Maersk, which will then have a stake in DCT.

The venture is Maersk Lines' first overseas joint investment with PSA Corporation and it reflects the strong links between the two companies.

"Maersk and PSA have always worked well together and built a strong partnership through many years of joint activity in Singapore. We are now pleased to see this relationship expand into the international arena, where the Maersk Line's position in world trade and PSA's expertise and professionalism in terminal and port operations make for a strong team. With PSA's corporatisation recently, and the increasing involvement in international container terminals where PSA will utilise know-how built over many years in Singapore, I am sure Maersk and PSA will have good opportunity to build further on our relationship and see the DCT project as a first step in that direction," explained Mr Knud Stubkjaer.

DCT's potential to grow into a major port was the other reason for Maersk's participation in the project. "We see a lot of potential in DCT. Combining this with PSA's experience and expertise in port management as well as other strong partners in the DCT project, we believe we can all serve as catalysts to facilitate the DCT development into a major port facility, including the possibility to act as a major hub centre for the region. It is because of this confidence that we are prepared to invest in DCT," explained Mr Stubkjaer.

"We are pleased that Maersk has decided to be our strategic partner in DCT. We believe that Maersk's presence in Dalian will enhance Dalian Port's development into an international port of call. The partnership with Maersk is in line with PSA Corporation's philosophy to forge strategic partnerships with our valued customers," added Mr Khoo Teng Chye, Group President, PSA Corporation.

DCT, a joint venture between a Singapore Consortium comprising PSA Corporation, AIG Infrastructure Fund, JTC International Private Limited, Sembawang Maritime and Logistics and the Dalian Port Authority, was officially launched on 2 July 1996. Dalian Port is the 4th largest container port in China and is the main gateway to China's Northeastern provinces, including Liaoning, Jilin, Heilongjiang and Inner Mongolia. DCT handled 420,000 TEUs in 1996. With the number of containers handled at the terminal increasing at a rate of 20 - 30% a year, Dalian Port is set to grow with the strong economic growth in China and the region.



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



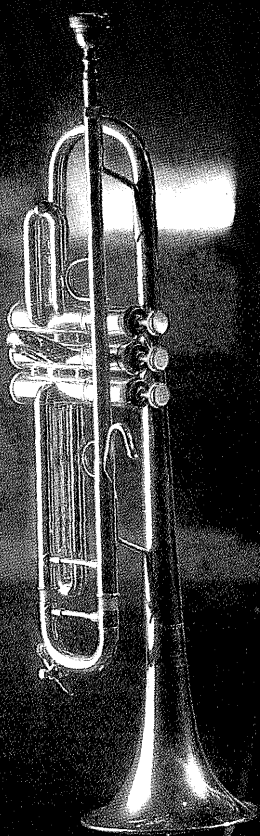
**IAPH will meet in Kuala Lumpur Malaysia
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**Conference Theme: Global Trade Through Port Co-operation
Conference Host: The Klang Port Authority**

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RHYTHM & BLUES



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