



# Ports & Harbors

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Port of Tallinn City Port

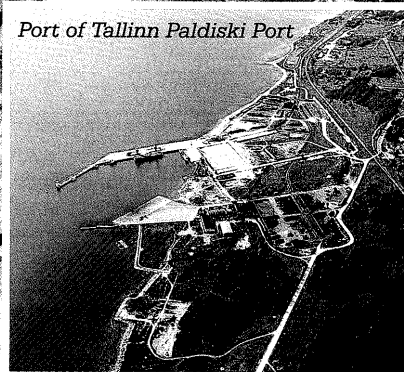


Port of Tallinn Muuga Port



## Port of Tallinn

Port of Tallinn Paldiski Port



Port of Tallinn Kopli Port



Tallinn

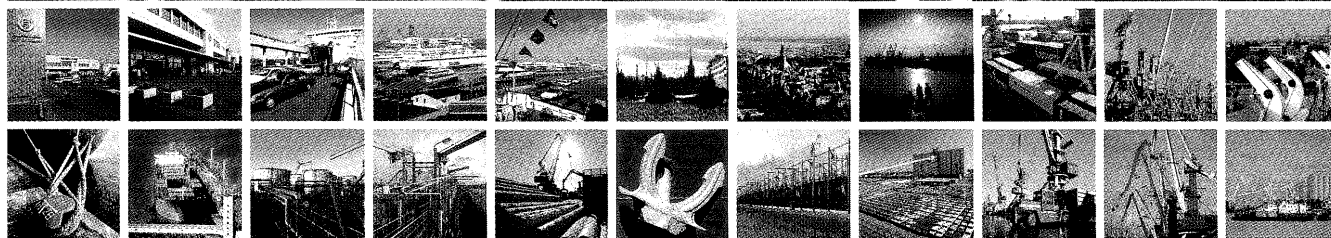
### Inside:

- More report on the Exco meeting in New Orleans • 21st World Ports Conference of IAPH: Provisional Programs • All-weathered terminal and multi-modal transport: Amsterdam • Long Beach to Develop Former Naval Site
- Stockton Granted Foreign Trade Zone Status • Another Successful Year For the Port of Tallinn
- Operators Interested in Sines Hub Port Plan • Fuzhou Port - PSA's 2nd Port Venture in China

# PORT OF TALLINN



## GATEWAY BETWEEN EAST AND WEST



**PORT OF TALLINN** – favourably located on the tradeway between east and west, a harbour complex navigable throughout the year with depths down to 17.4 m, able to handle all vessels that can sail to the Baltic Sea through the Straits of Denmark

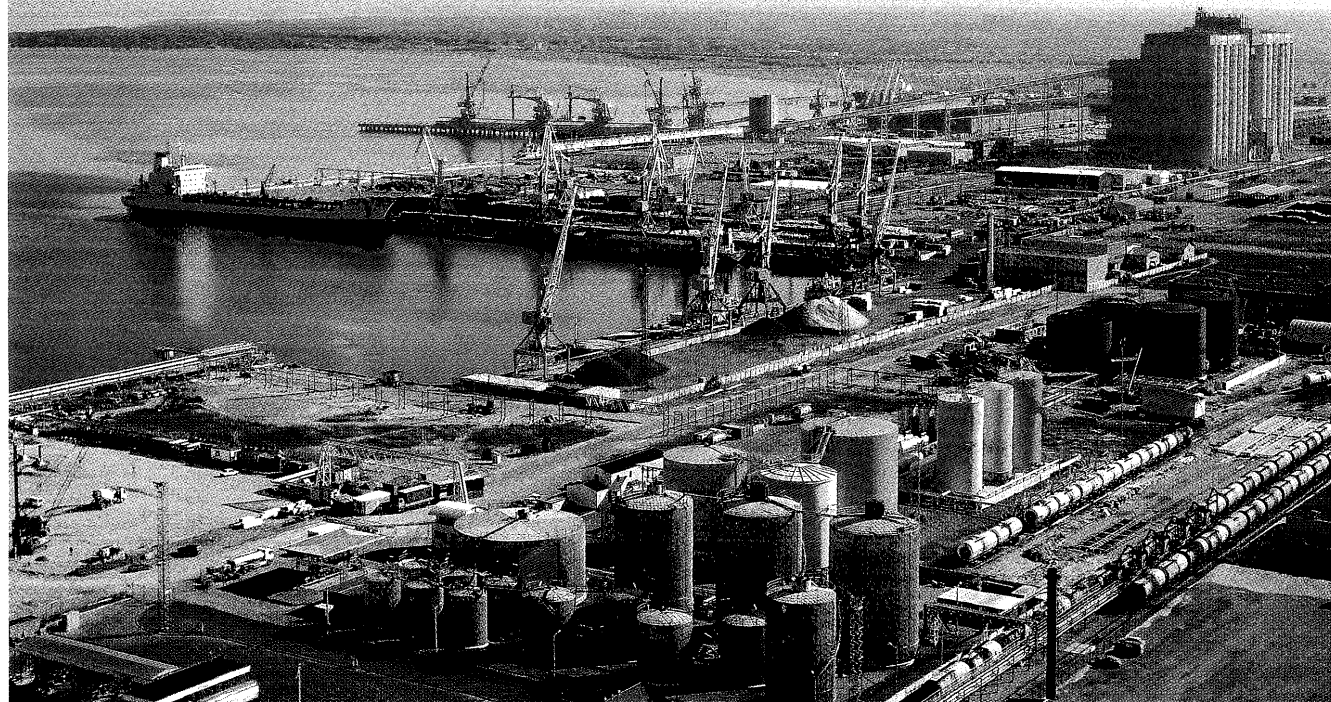
**PORT OF TALLINN** – administers **Old City Harbour**, **Muuga Harbour**, **Paljassaare Harbour** and **Paldiski South Harbour**.

**PORT OF TALLINN** – a gateway for over 4.8 million passengers in 1997. The Old City Harbour with its four passenger terminals is an excellent harbour for both passenger ferry boats, as well as for hydrofoils and catamarans during summer season.



**PORT OF TALLINN** – equipped to handle all types of cargo and commodities. Total annual cargo turnover in 1997 was over 17 million tonnes.

**Muuga Harbour** – the largest and deepest port in Estonia. Excellent inland rail and road connections. Two modern, fully-equipped grain and reefer terminals. The first boasts a 300,000 tonnes silo able to handle 5 million tonnes a year; the second has refrigerated warehouse capacity (+16°C to -22°C) for 5,000 tonnes. Port handles dry bulk and general cargoes, as well as cereals and perishables. Good transshipment facilities for minerals, construction materials, and coal. There are five oil terminals operating in the port, the sixth will be completed this year.



## PORT OF TALLINN – YOUR RELIABLE AND EFFICIENT PARTNER

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Port of Montreal  
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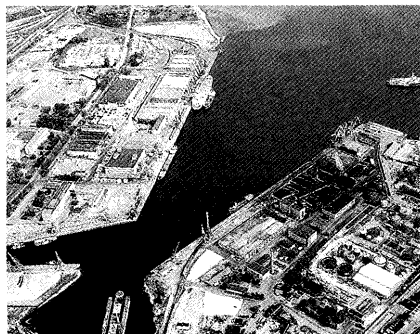
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Rotterdam Municipal Port Management  
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Klang Port Authority  
Malaysia



## Port of Tallinn

**T**he joint stock company Port of Tallinn, the largest port of Estonia, finished the year 1997 with outstanding results proving that ports and trade are still one of the key branches of the country's economy. Related article on page 31.

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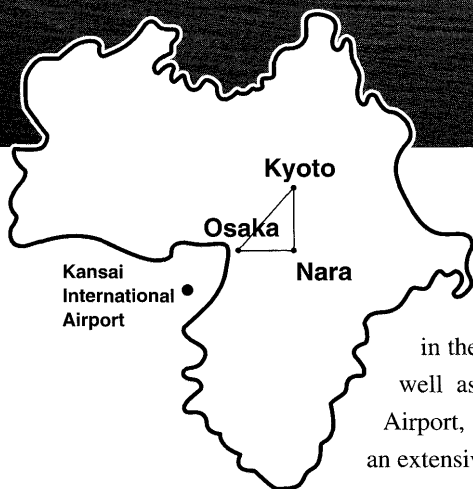
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— “Japan” begins here. —

# PORT OF OSAKA



Osaka Port, with the completion of many large projects, has drawn interest from all over Japan. And its port facilities have won praise from both domestic and international visitors. First, there is the “Osaka Aquarium, Kaiyukan”, one of the largest aquariums in the world, a gallery and the IMAX theater in the “Suntory Museum,” as well as a world-class shopping center. In addition, Kansai International Airport, downtown Osaka, Kyoto, and Nara are all easily accessible through an extensive transportation network. Your discovery of Japan begins in Osaka.



## Port of Osaka

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# IAPH ANNOUNCEMENTS AND NEWS

## SUMMARY EXCO MEETING IN NEW ORLEANS

( From the minutes )

**27 April-1 May 1998**

*Further to the previous issue, in which flash news on the Exco meetings held at the Riverside Hilton Hotel in New Orleans appeared, in this issue we feature summaries of Exco's three sessions and some reports from the committees and groups on the basis of the minutes.*

### Exco Session 1

**1015-1230, Thursday 30 April**

**P**RESIDENT Smagghe thanked Mr. Brinson for his and the Port of New Orleans hospitality.

There were a few moments of silence for three members who passed away during the past year.

Secretary General Kusaka also thanked Mr. Brinson and Mr. Reese of the Port of New Orleans for all that they have done for this conference. The many years of involvement and backing of the IAPH by the Port since the sixties was also acknowledged.

Mr. Kusaka also made mention of the following:

The Asian IAPH members are having difficulties with payment of dues because of the financial difficulties in their countries.

There has been an increase in interest for IAPH due to the Internet.

IAPH is sustaining a healthy and viable financial position.

IAPH maintains regularly published and distributed copies of their journal *Ports & Harbors* to all of its members.

Mr. Brinson's report on membership is as follows with relationship to last year.

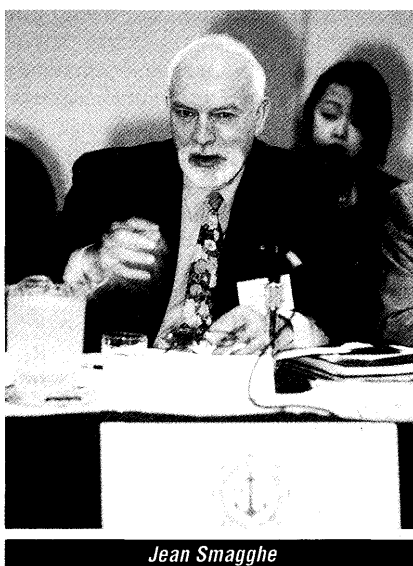
Very stable with 227 Regular Members in 82 countries.

748 dues units, up six .

104 Associate Members, down one.

We have a trend of growing stability.

Development of membership marketing map with a global identification of IAPH members should be consid-



Jean Smagghe

ered.

Mr. Murchinson's financial report touched on three items:

1. Healthy certified audit. (Surplus of US \$70,000)
2. Revised budget for FY98 from London meeting. The report must be increased by \$25,000 for the facilitator for the Specialized Drafting Group meeting in London in June.
3. Delete \$2,500 in dues from a delinquent member.

All three (3) issues were approved.

Mr. Welsh stated that his report on the Constitution and By-Laws changes will

be made and request approval at the meeting this Friday.

The report on the Port Planning & Construction Committee by Mr. Komegay stated that on December 2, 1997 in Perth, Australia, five papers were presented. Their topics were as follows:

1. The 2020 Master Plan of Australia.
2. Port/city relations and access. We must consider the communities affected and bring them into the decision-making process.
3. Export of concentrates at Townsville.
4. & 5. Engineering papers on IAPH guidelines for port planning and design.

Ms. Knatz's report on the Dredging Task Force stated that the London convention was mainly procedural in nature with a rewrite of the 1972 treaty. She also stated that the disposal of dredge material in the oceans is pretty secure. The guidelines have been adopted, but need to be reformatted. The U.S. delegation will submit prior to approval by year 2000. Also, there is a need for more disposal sites, and 75% of ports are having problems with disposal of dredge material.

The Port Safety & Environment/Marine Operations report by Mr. van der Kluit stated that education and training standards are needed, and ports are entitled to all information that is submitted.

Mr. Meyer had to return to Tacoma. He will submit his report on cargo operations at a later date.

Ms. Borrone's report on the Trade Policy Committee has these highlights:

1. Guidelines for collection of trade statistics.
2. Terms of reference with a joint session proposed.
3. Study of short-sea shipping.
4. Increase in demand for harbors.

Mr. Moulod's report on the Ship Trends Committee stated that cooperation from shipowners and operators must be improved. Ship characteristics are changing and will affect how ports operate throughout the world.

Dr. Beth's report on the Combined Transport & Distribution stated that they met on September 20, 1997 in Singapore and plan to meet in Paris in early November 1998. They discussed a regional container-line network.

## Exco Session 2

1400-1700, Thursday 30 April

THE session began with remarks from President Smagghe, who then introduced Mr. Bruno Vergobbi, Chairman of the **Committee on Legal Protection** (Port of Dunkirk, France), who discussed the legal protection available to IAPH members regarding:

- **Pollution from Ship Bunkers** –

CLP strongly recommends there be a stand alone conference to discuss this issue further. CLP recommends that the IMO take a pro-active role to promote legislation that will provide more protection for ports.

Mr. Alex Smith wanted to be on record as saying it was imperative to complete a position paper prior to the October meeting in Japan. Mr. Vergobbi confirmed that the paper could be completed.

- **Compulsory Insurance/Financial Securities** –

CLP notes that Ports have an obligation to pursue some type of mandatory guarantee from ship owners that they will cover costs to repair damages done to port facilities and other port users. No such guarantee exists at this time, and such a move would be uniformly opposed by shipowners. Ports working together to identify unreliable insurance carriers will also aid the international port communities with

this problem.

- **Revision of the Ships Arrest** –

CLP is working on its final draft of a position paper on this subject. Chairman Vergobbi closed by saying that it is anticipated that the position paper will be submitted for executive review prior to the meeting in Kuala Lumpur.

President Smagghe then introduced the Chairman of the **Port Communications Committee**, Mr. David Bellefontaine (Port of Halifax – Canada). The Port Communications Committee met last June and discussed the committee's past accomplishments, but agreed that port communications could still be improved, especially in the face of privatization, corporatization, etc. Mr. Bellefontaine stated that the committee would prepare a survey to be distributed among IAPH members during the summer of 1998. With the proper participation from IAPH members responding to the survey, the Port Communications Committee will be able to turn the results of the survey into a position paper that would be completed for the conference in Kuala Lumpur.

Before introducing the next speaker, President Smagghe expressed his appreciation of the IAPH members that helped raise funds for the organization.

Mr. Alex J Smith (IAPH Re-

presentative in Europe and Liaison Officer with IMO) expressed his continuing belief that the IAPH technical committee should continue to review reports issued by the IAPH/IMO Interface Group. Acknowledging the workload already allocated to the technical committee, Mr. Smith asserted that the technical committees' review greatly added to the quality of the product provided to both organizations. He further urged IAPH members to positively respond to requests for information/assistance from the Technical Committee. The UN is reviewing its roles and procedures with regard to IAPH this September. Mr. Smith urged IAPH member and developing countries to provide input to these talks.

Mr. Smith also urged IAPH to take advantage of some of the grants and loans made by the Global Environment Facility (GEF). Tapping into these resources and pursuing joint studies with organizations such as GEF will assist the IAPH in dealing with tightening budgets. Also joint studies will reduce the duplication of efforts between IAPH and other international maritime organizations.

The interface group applauded the executive committee for approving policy papers on the following:

- An Environmental Policy Statement for IAPH
- Safety and Health Policies for Ports
- Waste Management Policies for Ports
- Guidance for the Acceptance of Disabled Ships in Port

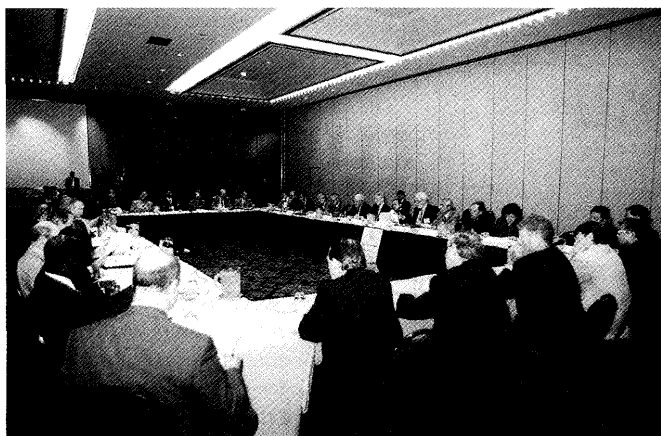
Mr. Smith closed by giving great thanks to the Secretary General and his staff for all their assistance and cooperation.

Chairman Taddeo introduced Mr. Pieter Struijs (Rotterdam), who spoke on behalf of Institutional Reform Working Group chairman Mr. Ravenscroft. It was agreed to establish uniform terminology for privatization, corporatization, etc. A questionnaire will be sent out in time for the results to be ready for the October meeting in Japan. Dr. Someya and Mr. Ron Brinson will assist in the editing to make the questionnaire more concise.

Mr. Vazey, chairman for the Structural and Technical Working Group (Working Group is also referred to as Subcommittee in this minutes) reported that the results of a survey of the Structural and Technical Working Group, and the results are as follows:

- There needs to be a greater lobby with the IMO.
- The Structural and Technical Subcommittee needed to provide a greater work output.





- There needs to be better communications among the members.
- The by-laws inhibit the Technical Committee's ability to do their work effectively. Members of the Technical Committee need more varied technical backgrounds.
- There was strong support for an interactive forum when dealing with Technical Committees issues.
- Greater cooperation is needed from IAPH members.

Mr. Bellefontaine, as chairman of the Communication and Organization Subcommittee began his speech by saying that the IAPH needed a strategic plan to guide IAPH into the future. In order to have such a plan completed by the Conference in Kuala Lumpur, all members must be motivated to respond to the survey in a timely manner. Mr. Taddeo interjected that there should be some special drafting group that would combine the written work of the three sub-committees. Mr. Bellefontaine then laid out the time frame needed to accomplish this goal:

- A special drafting group will be established with 6 individual members representing a geographic cross section of member ports. Ex-officio members will assist in the process. (Input from the sub-committees will be needed by 6/12/98)
- The drafting group will meet in London between 6/24 and 6/26. A facilitator will be on hand to guide the process.
- The first draft will be forwarded to the IAPH 2000 Task Force by early August. The IAPH officers and executives will be able to submit comments prior to the October Meeting in Japan.
- A final draft could be completed by the end of the calendar year.
- Final comments on the final draft will be solicited by the end of February.
- It was agreed that the IAPH members would vote on the adoption of

the strategic plan in Kuala Lumpur.

It was discussed and agreed that the sub-committees have a colossal task with not enough staffing. Members were once again urged to make responding to requests from the sub-committees a priority. Mr. Vergobbi suggested that there

would be greater cooperation if the

strategic plan focused on "core" or common issues to all port operators. Mr. Taddeo responded that this was precisely the reason to revise the strategic plan or mission of the organization. Mr. David Jeffrey (Port of London Authority, UK) also stressed the importance of a "macro" approach to the strategic plan, and that he would enthusiastically respond to the survey.

President Smagghe's closing comments were concerning strategies for the future. The last item decided was that Mr. Taddeo and his staff would work out the mechanics of the questionnaire and comment period.

## Exco Session 3

0900-1200, Friday 1 May

**T**HE third and final session of the mid-term IAPH Executive Committee Meeting began at 9:00 am in the Grand Ballroom of the Hilton Hotel in New Orleans, Louisiana. The Committee was presented the preliminary program for the upcoming conference planned for May 15 through May 21, 1999 in Malaysia. Discussion centered on the planned business and social programs, exhibition layout, hotel accommodation and registration fees. A video of Malaysia illustrated points of interest to be emphasized in the conference agenda.

Committee members suggested adjusting the length of some sessions delineated in the business program. The Gala Ball included in the social program is "business suit" and not black tie as indicated in the preliminary program.

The four hotels participating in the conference were described as detailed in the preliminary program listing amenities and facilities contained in each, along with costs for the conference stay.

Registration fees for IAPH members, non-IAPH members, additional accompanying persons and honorary members were presented. It was noted that

spouses are included in the social program of basic registration and not categorized as "additional accompanying persons". Honorary members are free.

Following the presentation and discussion, the Executive Committee agreed to accept the preliminary program with minor amendments noted.

On behalf of the IAPH, the Executive Committee read a resolution into the record commending and thanking the Board of Commissioners of the Port of New Orleans, particularly President and CEO Mr. J Ron Brinson, Commissioners Alden J McDonald, Jr and Mark Delesdernier, Jr, and staff, and the New Orleans Hilton for their valued contributions toward this most successful conference.

The Executive Committee meeting ended with a discussion of future plans to bring the IAPH conference to Africa in the early 21st Century.

### REGISTRATION FEES

(as approved by the IAPH Board at its meeting by correspondence on 1st July 1998)

#### IAPH Members

Before 31 March 1999	RM4,500
On or after 31 March 1999	RM5,700

#### Non-IAPH Members

Before 31 March 1999	RM5,700
On or after 31 March 1999	RM7,000

#### Additional Accompanying Person(s)

	RM1,300
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#### Honorary Members

	Free Registration (FOC)
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RM: Ringgit Malaysia (US\$1=RM4.028 as of 16 June 1998)



# Technical Committees Report

## PORT AFFAIRS GROUP

**Dominic J. Taddeo**

First Vice President, IAPH

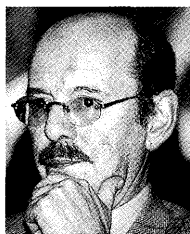
Coordinating Vice President for the IAPH Port Affairs Group

It is my pleasure to provide a foreword to the report from the Chairman of the Technical Committees for Port Affairs group, which comprises the following four committees:

- Port Safety & Environment, and Marine Operations
- Cargo Operations
- Port Planning & Construction
- Dredging Task Force

### Port Safety & Environment, and Marine Operations Committees

Since the London Conference in June 1997, the Committee met in Perth, Australia, jointly with the Committee on Port Safety & Environment, and Marine Operations.



Peter van der Kluit

The work of the

Committee is divided in two categories:

1. the work aimed at the IAPH member ports;
2. the work, which is related to the activities of the various committees of IMO, of which the Marine Environment Protection Committee (MEPC), the Marine Safety Committee (MSC), and the Working Group on the Ship/Port Interface (SPI) are the most important.

A word of praise for Mr. Alex Smith, IAPH representative in Europe, for its efficient support and in bringing IAPH views across in the IMO arena. Also, the support of the General Secretariat in Tokyo has been greatly appreciated.

Finally, the membership of the Committee has been relatively stable over the last year. A major improvement is the structural representation of IMPA, IALA, EHMA, IHMA and ICHCA on the committees. This enables direct access to the expertise of these international organizations. Since the representative of IHMA is the chairman of IMO's Working Group on the Ship/Shore Interface (SPI) as well, a direct link with that body has become available.



Dominic J. Taddeo

### Cargo Operations Committee

Since the last meeting in London in June 1997, the Committee has focused its efforts on the question of the productivity for container operations and is in the process of formulating a survey on this project. We anticipate finalizing this effort at the meeting in New Orleans.

Other activities consisted of trying to expand the membership of the Committee by inviting participation from India and South American countries.



Don G. Meyer

### Port Planning and Construction Committee

At the meeting held in London, members agreed on a new TOR for the period 1997/1999.

The Committee agreed to look into the task of updating the Guidelines.

Members with the expertise in the respective fields of engineering were requested to submit their comments on updating the Guidelines.

The Committee met again on December 2, 1997, in Perth, Australia, to follow up with discussion on the following topics:

- Master Plan for Port Development;
- Bulk Concentrates Facilities;
- Design of Container Port Pavement;
- Link Bridge for Passenger Vessels;
- Application of Information Technology in Port Development;
- Study of Environmental Issues Affected by Port Development;
- Review and Update the Guidelines on Port Planning and Design.



H. Thomas Kornegay

Various papers were presented on the above-mentioned subjects and we are very thankful to the authors.

The Committee recognizes the importance of the environmental impact in all port development work.

On the issue of the review and updating of the Guidelines for Port Planning and Design, some suggestions have been made to include new items but, generally, members agree that the existing Guidelines serve their purpose by providing basic information.

The Committee is mindful of the need to apply state-of-the-art technology on port planning, design and maintenance to keep port infrastructures safe, reliable and operating at optimum efficiency at minimum cost.

### Dredging Task Force

The terms of reference of the Committee were updated as well as the membership roster to verify membership and address.

At the meeting held in London, from October 27 through 31, 1997, the relationship between the London Convention 1972 and the 1996 Protocol was clarified as well as how actions of Contracting Parties in the future would implement both the terms of the new Protocol and the existing Convention.

With that guidance agreed upon, the Contracting Parties and the Scientific Group will now begin to focus on many issues of importance to IAPH membership.

It will be very important for IAPH to direct these efforts as they relate to dredged material.

Also, the draft PIANC Environmental Management framework was reviewed and comments were provided back to the Secretariat for forwarding to PIANC.

### Conclusion

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

I would like to extend my most sincere thanks to all active members of the Technical Committees for Port Affairs and say "UN GRAND MERCI - GRAZIE TANTE" to the chairpersons in charge of the committees.



Geraldine Knatz



## Technical Committees Report

# TRADE AFFAIRS GROUP

**Akio Someya**

Second Vice President, IAPH

Coordinating Vice President for the IAPH Trade Affairs Group

It is my great pleasure to present this foreword for the report of the Trade Affairs Group to the IAPH Mid-Term Exco Meeting in New Orleans. The Group comprises the following 4 committees:

- **Ship Trends Committee**
- **Trade Policy Committee**  
(formerly Sea Trade Committee)
- **Trade Facilitation Committee**
- **Combined Transport & Distribution Committee**

### Ship Trends Committee

The Ship Trends Committee, chaired by Mr. Jean-Michel Moulod of the Port of Abidjan, met in London in June 1997, in conjunction with the IAPH Biennial Conference. Its terms of reference remain as follows:

-To analyze the maritime economy, focusing on trends in both the world fleet and ship characteristics and their impact on port facilities.

The last report the Committee submitted in 1997 comprises of 4 sections, namely, "Data on world economy," "Information on some specific seaborne trades," "Analysis of the world fleet" and "Technical trends of some specific types of vessels," and provides the latest information on and analysis of issues which have significant impact on ports of the world, such as the increasing size of vessels and changes in the world's trade industries.

This report presents, in detail, accurate and comprehensive data on the current situation of the shipping and shipbuilding industries, and has been received very well by the IAPH mem-



Akio Someya

bership as a helpful guide in coping with the latest trends in the maritime world.

### Trade Policy Committee

The newly named Trade

Policy Committee, chaired by Mrs. Lillian Borrone of the Port Authority of New York & New Jersey, is the previously titled "Sea Trade Committee." This change of name was made to reflect the Committee's interest and enthusiasm in exploring more deeply the issue of trade policies that are being developed worldwide, which inevitably have a great impact on port industry as well.

The Committee also amended its terms of reference as follows:

-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 analyze trends and issues concerning international economic policies related to ports and harbors.

The Statistics Sub-committee of the Trade Policy Committee has gone through the time-consuming process of coordinating with over 50 representatives of related organizations to produce cargo statistics guidelines, which were adopted at the IAPH London Conference in 1997. These guidelines provide collective and comprehensive information to trade-related organizations, including ports, and are greatly appreciated by all who are concerned.

In addition to these activities, the Committee is considering an exploration of the issue of the flow of perishable cargo, in the context of trade policies.

The work of the Trade Policy



Matt Baratz

Committee will continue to be of great benefit to both the IAPH and port-related industries at large.

### Trade Facilitation Committee

The Trade Facilitation Committee, chaired by Mr. Emili Arbos from the Port of Barcelona, has added a new item to its terms of reference, which has been approved by the Board of Directors. The terms of reference now read:

-To encourage the simplification and harmonization of the documentation and information flows required to facilitate the movement of cargo and ships through ports, with particular emphasis on international efforts to extend the adoption of both information technology and electronic communications (including Electronic Data Exchange) to monitor port activities.

-To follow new electronic commerce developments linked to port activities.

The last item was added to enhance its studies into the situation regarding the electronic commerce, which is becoming more and more important for the trade and port industries, and to update the IAPH members with new trends in this field. It will certainly be appreciated widely by world ports.

The Committee has so far met twice after submitting its last report to the London Conference, the first time in London (May 1997) and the second time in Barcelona (October 1997). It is also planning to meet in Le Havre in March 1998.

The topics discussed at the first 2 meetings included:

### <IAPH Information Technology Award>

The Committee has agreed to extending the award to a new category of applicants from non-port sectors. The conditions of entry for the Information Technology Award for 1998 have already been announced through the IAPH Head Office.

### <Memorandum of Understanding on commercial fraud with the World Customs Organization>

The Memorandum of Understanding with the World Customs Organization regarding commercial fraud was judged by the Trade Facilitation Committee to be an ideal framework through which the IAPH can contribute to the prevention of such crimes.

### <Electronic Commerce Seminar>

The Committee has agreed to hold a seminar on electronic commerce in Barcelona in the late fall of 1998, focus-

ing on the topics of "Electronic commerce and EDI in port communities," "Electronic commerce and the internet: practical implementations," and "Legal framework and security measures concerning electronic commerce." The Trade Policy Committee is seeking possible ways to work together with the Trade Facilitation Committee for the organization of the seminar.

The activities conducted by the Trade Facilitation Committee, which deal with the crucial issues related to information technology in both terms of hardware and software, will be of great benefit to all member ports of the IAPH.

## Combined Transport & Distribution Committee

The Combined Transport & Distribution Committee, chaired by Dr. Hans-Ludwig Beth from the Port of Hamburg, met in Singapore in September 1997.

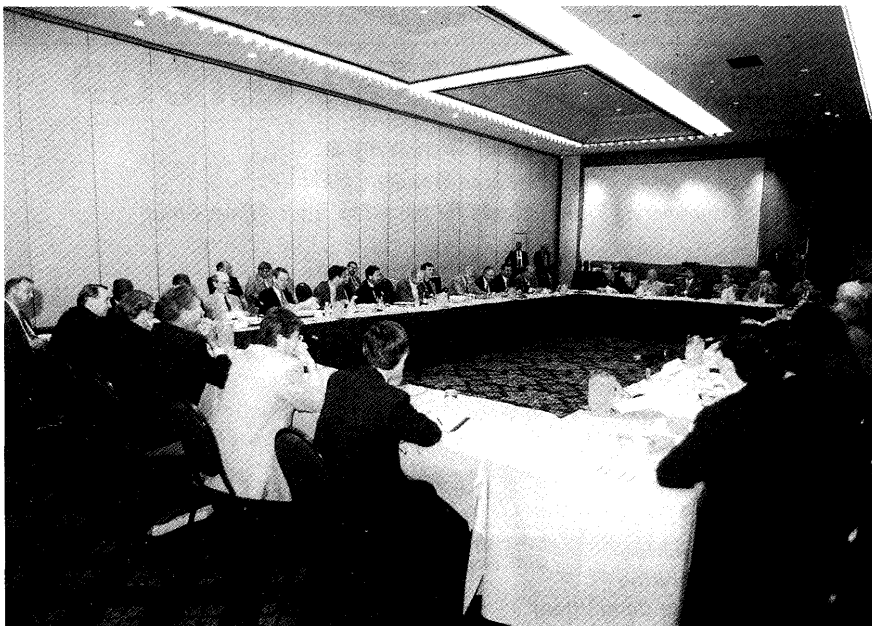


Hans-Ludwig Beth

At the meeting they agreed that their report "The Future Role of Ports in Combined Transport and Distribution Centers" published in 1996 will serve as a good basis for the future work of the Committee. They also decided that they should prepare a collection of case studies as a follow-up report. The members of the Committee were asked to contribute reports and studies on the cases at their home ports.

The Combined Transport & Distribution Committee has also revised their terms of reference, which now read:

-To investigate present and future port activity patterns as well as the port



involvement in the combined transport sector, with specific focus on the role of ports as an interface in the transport network and as a node in the overall transport chain.

-To expand its study into the activities of ports and port service providers in different parts of the world, in an effort to analyze the questions such as:

-To what extent do port activities change into transport activities including logistics activities?

-To what extent will port activities be spread locationwise?

-What are the roles of communication systems and port operation?

Following the lines set in these terms of reference, the Committee has been very active and successful in conducting their activities. The fields dealt with by this Committee, including the topic on distribution linkage between ports and their hinterland, require further exploration for better understanding. The Combined Transport & Distribution

Committee has been and will continue playing an important role in providing the IAPH and its members with beneficial information in regard to these fields.

## Conclusion

As the Coordinating Vice President for the Trade Affairs Group, I would like to take this opportunity to express once again my sincere appreciation for all the contributions made by the four committees. It should be fully acknowledged that the chairpersons and members of these committees, as executive officers of their respective home ports, go out of their way, expend much energy and take time from already busy schedules to conduct volunteer work for the IAPH Technical Committees. Their enthusiasm and efforts are nothing less than a treasure for the future of the Association and world ports at large.

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## Technical Committees Report

# HUMAN AND EXTERNAL AFFAIRS GROUP

**Pieter Struijs**

Third Vice President, IAPH

Coordinating Vice President for the IAPH Human and External Affairs Group

I am extremely pleased to introduce the reports of the Committees on Human Resources, Legal Protection and Port Communications.

Although at the time of writing this text, not all the reports are available, I am sure that they will be ready in time for discussion at the New Orleans Mid-term Meeting. I am sure that the respective Chairmen wish to submit reports which are as much up to date as possible.

The interested reader will note the amount of hard work



Pieter Struijs



Bruno Vergobbi

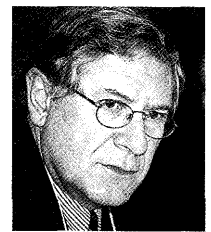
which has been performed by these Committees over the period since the London Conference in the interest of the world port community.

The Committees form the backbone of the IAPH organization and they deserve the active support not only from their own members, but also from the port community in general. To that end I wish to urge ports who

have agreed to have staff members participate in the work of the Committees to allow these persons to spend sufficient time on their work for IAPH. Although undoubtedly this time represents money, I regard this as a good investment which in time will show its return. I also wish to stress the importance of IAPH members in general responding to questions from the Committees so as to enable them to per-



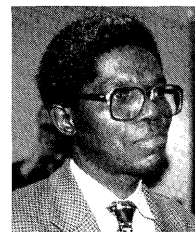
David F. Bellefontaine



G.C.G. van den Heuvel

form their important duties.

\*\*\*\*\*



S.M.E. Luhigo

Mr Luhigo in his capacity as President of PMAE-SA commented on the success of the first African Ports Seminar and he indicated that working groups had initiated its work program and would be developing its work further in Africa in the near future. (See the report on page 11)

1877

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# Secretary General's Address to the Exco meeting in New Orleans

By Hiroshi Kusaka



**M**R. President and fellow members: It is my pleasant duty to report on our Association's activities since the London Conference last June.

First, I would like to express the deep appreciation of IAPH to Mr. Ron Brinson, President and CEO of the Port of New Orleans, and his staff, including Mr. Jim Reese for the excellent arrangements they have made for hosting this year's Mid-term Executive and other committees' meetings in New Orleans. This is not the first time for IAPH to meet in this fascinating and historical city. Our records show that the Port of New Orleans hosted the 3rd Conference of IAPH back in 1963 and the Executive Committee meeting in 1968. Moreover, successive top officials of the Port of New Orleans have consistently backed the activities of IAPH, including those activists in the '60s, more recently Colonel Herbert Haar, Jr., and today Mr. Ron Brinson as well as Mr. Joseph E. LeBlanc, Jr., IAPH Legal Advisor.

**IAPH Activities:** Since the London Conference, all our officers and committee members have been extremely active in pressing on with the work programs. I wish to thank all the hard-working members for their selfless efforts and for the support of the individual port organizations these activists represent.

**Membership:** Details of the membership of our Association are outlined in my written Report. Affected by the financial difficulties now being faced by the Asian coun-

tries, some members have informed us of their decision not to renew their IAPH membership. We must admit that more members, not necessarily those in the Asian region, are questioning the tangible benefits they derive from being IAPH members, as against the cost required under the current formula. It is quite natural for our members to seek a 'value for cost' assessment when they receive the bills from our office every year. However, I don't have any clear cut answer to concerns such as these, which we face from time to time. All I can say here is that IAPH is certainly not a commercial body whose members can expect the benefits directly in proportion to the dues they pay, but is an international organization with members representing ports, big and small, developed and developing, with the prime goal of providing a forum for its members to assist with each other for their collective interests on a long term basis rather than within a limited period of time. Since the Association's inception 43 years ago, IAPH members have supported this philosophy and accepted a range of roles to further benefit the entire membership in their numerous capacities, including committee activities, hosting conferences or committee meetings and representing IAPH at various international meetings, at considerable cost in terms of time and money. If our members had insisted on equal treatment and equal payment, it would have been difficult for IAPH to become what it is today. Nevertheless, we cannot go on as before.

**Internet service:** In addition to the information on IAPH, many IAPH member ports are accessible on IAPH's home page. I am glad to say that an increasing number of inquiries have been received from potential new members who have seen the IAPH home page on the Internet.

**Finance:** As for the financial conditions, while the actual financial performance and future directions will be reported by the Chairman of the Finance Committee, I would like to report that the Head Office in Tokyo has been able to achieve a considerable cost reduction in office expenses as a result of the relocation of the Secretariat office to less expensive premises in July 1996. Our efforts have been directed to keeping the cost of Head Office operations as low as possible, without reducing the level of service to the membership.

**International Cooperation:** IAPH members have long been supporting the programs for assisting their friends from less developed ports towards the goal of increasing the capabilities of their ports. As already mentioned, this ideal was and still is the real impetus behind the creation and sustenance of IAPH. In this spirit, IAPH has endeavored to benefit as many personnel from developing ports as possible through such programs as the IAPH Bursary Scheme and Award Scheme (an essay contest).

**Ports and Harbors:** Ports and Harbors, IAPH's official journal, is regularly published by the Head Office and distributed to all members and various other people and organizations throughout the world. I hope that the journal will be able to serve our members as the glue that holds the Association's members and other people from various international organizations together and by providing them with the opportunity for the free exchange of views and information on the various issues of the day.

Finally, let me once again voice my deep appreciation to you all for your enthusiastic support and guidance. My staff and I will spare no effort to further the Association's aim of contributing to the members' collective interests. Thank you.

# Report of the Regional Vice-President

## for the period 1997 to 1998

*by Pieter Struijs*

**I**N my capacity as IAPH's Vice-President for the Africa/Europe Region I would be correct in saying that the single most important happening during the period was the combination of the First All African Ports Seminar and Workshops with the Vice-President's annual meeting of IAPH Officers of the Africa/Europe Region, in the Whitesands Hotel, Mombasa, Kenya from 19 to 21 January 1998.

The event was excellently hosted by the Kenya Ports Authority, sponsored by IAPH, PMAESA and PMAWCA, and supported by IMO. Under the theme "Challenges facing African Ports in the Next Millennium" some 140 participants from over 30 countries and 8 inter-governmental and non-governmental organizations, discussed constructively a range of port-related matters dealing with Port Efficiency, Information Systems and Total Quality Management, and Port Safety.

The associated Workshops dealt respectively with Maritime Safety, with particular reference to hydrographic surveying and charting, aids to navigation including VTS, and Port State Control; and Marine Environment Protection matters including waste management, MARPOL 73/78 reception facilities, and emergency preparedness and response for pollution incidents.

Action areas stemming from decisions taken by the Workshops' Plenary Session included:-

- early discussions with respective Governments on the delineation of responsibilities for the activity areas under reference;
- the promotion of a cooperative approach within viable port group-

ings, to the sharing of assets, facilities, expertise and training as respects hydrographic and charting needs and aids to navigation;

- the convening of a West and Central Africa Conference on safety of navigation, hydrography and protection of the marine environment;
- giving support to the formation of a West and Central African Regional Hydrographic Commission;
- giving support to the extension of the Southern African and Islands Hydrographic Commission to include all PMAESA States;
- the formulation and follow through of projects facilitating the completion of existing studies, and the development of relevant further studies within the activity areas reviewed by the Seminar and Workshops. Specific attention was drawn in that last regard to the urgent need to have MARPOL 73/78 reception facilities and emergency response plans in place.

Provision has been made for a small Working Group, under the chairmanship of Alex J Smith, IAPH's Representative in Africa/Europe, to oversee progress and stimulate developments as necessary. The Working Group will report to the Second Africa Ports Conference to be held on the West Coast of Africa early in 2000.

The opportunity was also taken to discuss aspects of the remit of the IAPH 2000 Special Task Force on which there was evidently a great deal of interest. Key points made are commended for consideration by the Task Force, as follows:-

- 1 There is an urgent need to extend the membership of the three IAPH

2000 Sub-Groups to include representatives from each of the IAPH Regions. Only by so doing can we hope to obtain balanced views on issues to be addressed.

- 2 Effective working relationships between IAPH and Regional Ports Associations (RPAs) are essential in formulating international (global) port policies for general adoption by IAPH members and/or presentation to international fora.

- 3 IAPH should be structured to deal with:-

- (a) sustainable development commitments;
- (b) the widely differing needs of developed and developing countries noting that membership concerns and attitudes have changed considerably from the earlier days of IAPH.

- 4 Closer relationships and cooperation between port authorities and port industries/services at local and international levels should be promoted at every opportunity. Port industries/services should be encouraged to become members of IAPH and to participate actively in IAPH's Technical Committees to ensure that respective interests are safeguarded. As and when necessary, it should be possible to develop mutually acceptable positions on matters on which both parties would be expected to have views. IAPH should take steps to represent agreed views at international fora where port industries/services are not appropriately represented.

- 5 IAPH should be able to advise on ways and means of gaining political and community support for decision-taking by port management where these elements are in a position to influence port development and operations.

Finally, there is an evident advantage in holding the Regional Officers' meeting jointly with that of a scheduled RPA meeting. It will therefore be my intention to arrange my next meeting with an ESPO meeting somewhere in Europe early in 1999.

# Activities of the Group

May 1997 to April 1998

## 1. Tribute to Mr Jean Smagghe

The Group's first Chairman, Mr Jean Smagghe, assumed the Presidency of IAPH at the conclusion of IAPH's 20th World Ports Conference held in London, UK from 31 May to 6 June 1997. The Group's meeting on 31 May 1997 was therefore chosen by Mr Smagghe as the occasion at which he would relinquish chairmanship in favour of the appointment to the chair of Mr Pieter Struijs (Rotterdam), 3rd Vice-President, IAPH.

The Group owes an immense debt of gratitude to Mr Smagghe not only for the wisdom shown in his conduct of the Group's business, but for his drive and determination to ensure that the results of Group discussions would have the stamp of authority and credibility both in the counsels of IAPH and in international fora generally, and at IMO in particular.

The Group is now rightly regarded as amongst the most senior of IAPH Committees thanks to Mr Smagghe's remarkable efforts.

## 2. Technical Committee Support for Group Activities

The two Group meetings held during the review period, summaries of which have been circulated in *Ports and Harbors*, have generated a number of work areas for IAPH's Technical Committees.

The Group, of course, is very much aware of the pressures under which Technical Committees must carry out their business. The fact remains, however, that IAPH's continuing credibility at IMO and, for that matter, at other international fora, is dependent on the quality and balance of the product which it provides.

Delegations attending IMO meetings have a right to expect expert opinion and advice from IAPH in its capacity as the single authoritative spokesman for the world's ports. By the same token, it is reasonable for IAPH members to expect that IMO has taken the interests and concerns of ports into account before decisions are taken which could have an impact on their

operations. IAPH with the Group's support is their surety in these respects.

The Group's role is to focus attention as necessary, on matters within IMO's work programme which need to be addressed by IAPH.

Primary responsibility for the development of expert and timely opinions on these matters, lies with IAPH's Technical Committees.

The need for close collaboration between IAPH members and Technical Committees cannot be stressed too highly. Balanced views depend on it. It is also particularly important, however, where inadequate, or even no prior consultation has taken place between national governments, which of course provide the official delegations to IMO, and their ports on port-related matters included in IMO's agendas.

The Group therefore asks ExCo to urge IAPH members to respond positively to all calls from Technical Committee Chairmen for support in providing relevant expertise to facilitate the development and formulation of IAPH position papers on relevant matters under consideration by IMO.

## 3. IAPH 2000

The Group has taken the view that it would be helpful and necessary to provide views to the IAPH 2000 Special Task Force on ways and means of improving the system of preparing and providing advice to IMO on matters of importance to IAPH.

Comments made under section 2 above are of course relevant in these respects.

Other matters under consideration by the Group are ways of ensuring that the views of the full spectrum of activity interests within the port area are taken account of and balanced positions developed; giving encouragement to Regional Ports Associations (RPAs) to use or adapt their structures to facilitate the provision of views to IAPH on regional issues with a possible global dimension and the dissemination and use within the regions of positions provided by IAPH particularly with a view to their promotion to national governments for use by their delegations

to IMO.

## 4. IAPH Policy Papers

During the review period, ExCo has approved policy papers prepared by the Port Safety and Environment and Marine Operations Committees and supported by the Group on:-

- An Environmental Policy Statement for IAPH;
- Safety and Health Policies for Ports;
- Waste Management Policies for Ports;
- Guidance for the Acceptance of Disabled Ships in Ports.

The Group hopes that these are the first of many.

Given their importance to the IAPH membership, the Group recommends that their printing should be in a loose-leaf format for ease of access, storage and, most importantly, updating purposes. If at all possible, they should also be translated into the French and Spanish languages.

## 5. Future Work Programme

The Group has attached importance to the preparation of documentation for use by IAPH representatives at meetings of IMO Committees dealing with the following subject areas:-

- The establishment and operation of MARPOL 73/78 reception facilities including the provision of guidance on financing mechanisms;
- The presence of unwanted aquatic organisms in ballast water;
- Port-related aspects of the recently adopted (26 September 1997) Air Pollution Annex VI to MARPOL 73/78;
- Recruiting and training of marine operations personnel including pilots and VTS operators;
- The implementation of IMO instruments/recommendations at ports;
- Formal safety assessment as it might be applied in ports;
- Various legal issues including compulsory insurance, compensation for pollution from ships' bunkers and wreck removal.

The relevant Technical Committee Chairmen are aware of the Group's responsibilities and are best placed to prioritise work on the relevant issues in the light of the expertise available to them for that purpose.

The Group's hope is that further policy papers will be available for consideration by ExCo at the 21st IAPH Conference in 1999.



# Special Task force IAPH 2000

**I**NSTITUTIONAL Reform Working Group: Mr Struijs reported on behalf of Mr Ravenscroft to the effect that further refinement would be made to the questionnaire with the assistance of Dr Someya and Mr Brinson.

Structural and Technical Sub-Committee (Working Group is also referred to as Sub-committee in this report.): Mr Vazey reported on the decision taken by Structural and Technical Sub-Committee.

The need to further resource the IMO interface as this is an essential part of what members are buying from IAPH.

The technical committee structure is OK in theory, but struggles to produce effective outputs due to the time pressures on those involved.

Fewer committees with broader terms of reference may help overcome this.

The by-laws and choice of committee members tends to be on 'equality' rather than 'effectiveness' grounds.

There is a need for experts to be on committees, rather than just port senior executives.

The Sub-Committee suggests the Conference incorporates a series of interactive sessions, in parallel with the normal programme, so that members can seek advice from technical committee members, and offer suggestions of future work to be considered.

Technical committees should use IAPH's Website to make information available.

The IAPH Technical Committees fall into two groups:

Essential – i.e. Legal Protection; and Desirable – i.e. a pool of knowledge available for use by members.

The main points of note from the questionnaire are:

- A small number of people do the work of committees.
- Where there are terms of reference overlaps they are difficult to resolve.
- The biennial conference is mainly a forum for networking and getting up to date information on practices and situations facing ports.
- By-laws can limit the effectiveness of committees through inhibiting appointments of committee members.

- Support for a forum at Biennial Conferences where members can interact with technical committees.

Communication and Organization Sub-Committee: Mr Bellefontaine reported that a comprehensive strategic plan would be prepared for IAPH. A special drafting group would be set up to undertake a review of plan.

He then referred to the key points which would be observed by the special drafting group as follows:

- The Special Drafting Group will request input from IAPH 2000 Task Force Sub-Committees with a deadline for receipt of information: June 12, 1998
- IAPH will require funding for a professional facilitator to assist the Special Drafting Group that will meet in London on June 24-25, 1998.
- The proposed draft plan must be received by the IAPH Officers no later than September 25, 1998.
- Involvement from everyone from IAPH is recommended since this is an aggressive timetable, and more input will facilitate the strategic plan.
- The Special Drafting Group may require a second meeting at a place and time to be determined later.
- All members will be asked to vote on the strategic plan sometime after January 22, 1999.
- The three working groups are asked to submit date by June 12, 1998. Emphasis is being given that all information be clear and concise because of the time constraints.
- One member stressed that the questionnaires need to be streamlined and worded in more precise terms.
- The survey results should be out before October 1998. However, they must be incorporated into the strategic plan, as the timetable cannot be lengthened.

After extensive discussion of these reports and in particular Mr Bellefontaine's proposal Exco approved a plan of action, which is outlined as follows:

1. A special drafting group (Strategic Planning Work Group) be established to prepare a comprehensive Strategic Plan for the Association.
2. The Strategic Planning Work Group (STWG) be comprised of a maximum

of six individuals representing a cross section of the three Regions, plus ex-officio members as follows:

## Regional Representatives:

Asia	John Hirst Tu Deming
African/European	Patrick Keenan Pieter Struijs
American	David Bellefontaine Thomas Kornegay

## Ex-Officio Members:

Legal	Hugh Welsh
Membership	Ron Brinson
Finance	George Murchison
IAPH	Hiroshi Kusaka

3. The SPWG will request input from IAPH 2000 Task Force Sub-committees and IAPH Technical Committees.
4. The SPWG will meet in London, and with the assistance of a professional facilitator, will review all aspects of the Association and arrive at conclusions and recommendations.
5. The facilitator will prepare a draft report for review by the SPGW, prior to it being forwarded to the full IAPH 2000 Task Force.
6. The proposed Strategic Plan will then be forwarded to the IAPH Head Office for detailed review at their meeting in Japan in October. Any suggestions by the Officers will be immediately forwarded to the SPWG for its review and plan amendments.
7. The Strategic Plan will then be forwarded to the Executive Committee members for their review and suggestions.
8. The SPWG may meet again to review and consolidate any suggestions from the Executive Committee, and prepare the final draft Strategic Plan.
9. The IAPH Headquarters will distribute the final report to members of the Executive Committee for its final acceptance.
10. The IAPH Headquarters will distribute the final report to members of the Board of Directors and the general membership.
11. During the Kuala Lumpur conference, program time will be set aside for a full discussion and approval of the Strategic Plan for IAPH.



# 21st World Ports Conference of IAPH

15-21 May 1999, Kuala Lumpur, Malaysia

## PROVISIONAL PROGRAM

Hosted by the Klang Port Authority  
 Theme: Global Trade Through Port Co-operation  
 Venue: Palace of the Golden Horses, Kuala Lumpur, Malaysia  
 Conference Chairman: Datin O.C. Phang, General Manager/Chief Executive, Klang Port Authority

### Saturday, 15 May 1999

- 0800/1700 Registration for attendees of the IAPH  
Statutory Committee Meetings
- 0900/1100 Ship Trends
- 0900/1100 Port Planning & Construction
- 0900/1100 Dredging Task Force
- 0900/1100 Cargo Operations
- 0900/1100 Trade Policy
- 0900/1334 Port Safety & Environment/ Marine  
Operations (Joint), including Working Lunch
- 1030/1130 Constitution & By-Laws
- 1130/1200 Nominating Committee
- 1215/1345 Working Lunch of IAPH/IMO Interface Group
- 1400/1700 IAPH 2000 Task Force
- 1400/1700 Combined Transport & Distribution
- 1400/1700 Trade Facilitation

### Social Programme

- 1300/1630 Kuala Lumpur City Tour
- 1930/2130 Welcome cocktails for early arrivals at the  
Mines Beach Resort

### Sunday, 16 May 1999

- 0800/1830 Registration for attendees of the IAPH Statutory  
Committee Meetings  
Registration for delegates
- 0800/0830 Resolutions and Bills
- 0830/0930 Credentials
- 0900/1100 Finance/Budget (a conference committee)/  
Membership Joint
- 0900/1100 Human Resources
- 0900/1100 Legal Protection
- 0900/1100 IAPH/IMO Interface Group
- 0930/1100 Port Communications
- 1100/1200 Coordinating Vice President and Chairs  
(Port Affairs Group)  
(Trade Affairs Group)  
(Human & External Affairs Group)
- 1215/1330 Lunch for IAPH Board and Executive Committee

### PRE-CONFERENCE JOINT MEETING OF THE BOARD AND EXCO

- 1330/1332 Opening Remarks by the Board Chairman
- 1332/1340 Credentials Committee: Report by the Chair -  
Declaration of Quorum of the Board
- 1340/1350 Secretary General's Report
- 1350/1400 Report and Recommendation by the Membership  
Committee Chair
- 1400/1410 Finance/Budget Committee: Report and  
Recommendations by the Chair  
1) Settlement of Accounts for 1997/1998  
(Approval for Submission to the Plenary Session)  
2) Budget for 1999/2000
- 1410/1420 Constitution and By-Laws Committee: Report and  
Recommendations by the Chair Pertaining to  
Amendment to the By-Laws
- 1420/1430 Resolutions and Bills Committee: Report and  
Recommendations by the Chair, if any
- 1430/1440 Nominating Committee: Nominations of the  
President, 1st, 2nd and 3rd Vice Presidents for

the next term

(Approval for Submission to the 2nd Plenary)

### Technical Committees

- 1440/1455 Report by the 1st Vice President for the **Port  
Affairs Group**  
(Port Planning & Construction; Dredging Task  
Force; Port Safety & Environment; Marine  
Operations; Cargo Operations)
- 1455/1510 Report by the 2nd Vice President for the **Trade  
Affairs Group**  
(Trade Policy; Ship Trends; Combined Transport &  
Distribution; Trade Facilitation)
- 1510/1525 Report by the 3rd Vice President for the **Human  
& External Affairs Group**  
(Human Resources; Legal Protection; Port  
Communications)
- 1525/1550 Liaison Officers (IMO and others, if any): Reports  
and Recommendations
- 1550/1605 IAPH/IMO Interface Group: Reports and  
Recommendations by the Chair
- 1605/1620 Special Task Force IAPH 2000: Reports and  
Recommendations by the Chair
- 1620/1625 Board's Proposal to the Honorary Membership  
Committee Formal: Citations and Formal  
Acknowledgment for Service
- 1625/1630 The Dates and Venue of the 22nd IAPH  
Conference; Presentation by the Host  
Organisation of the 22nd IAPH Conference in  
Montreal
- 1630/1640 Board's Nomination of the Conference Vice  
President for the Next terms  
(for Referral to the Resolutions & Bills Committee  
for Submission of the Recommendations to the  
2nd Plenary Session)
- 1640/1642 Closing Remarks by the Board Chairman
- 1645/1700 Photograph Taking

### Social Programme

- 0900/1230 Kuala Lumpur City Tour
- 2000/2300 **Opening Ceremony at Taman Tasik  
Titiwangsa**  
Theme: Malaysian Carnival

### Monday, 17 May 1999

- 0800/1800 Registration
- 0800/0830 Resolutions and Bills

### OPENING SESSION

- 0845/0900 Conference Introduction:  
**Datin O.C. Phang**  
Conference Chairman  
General Manager/Chief Executive, Klang Port  
Authority
- 0900/0915 Address by IAPH President  
**Jean Smaghe**  
Vice President, UPACCIM
- 0915/0945 Keynote Address  
**Dato' Seri Dr. Mahathir Mohamad**  
Prime Minister, Malaysia (invited)
- 0945/1015 Official Opening of Trade Exhibition and Tour of  
Exhibition

by The Hon. Prime Minister Dato' Seri Dr.  
Mahathir Mohamad

1015/1045 Coffee Break

### **SPECIAL SESSION**

Session Chairman: **Senator Dato' Michael Chen**  
Chairman, Klang Port Authority

1045/1115 Hong Kong: Your Partner in Building a Dynamic Asia  
Guest Speaker: **Hon. Tung Chee Hwa**

Chief Executive  
The Hong Kong Special  
Administrative Region(invited)

1115/1200 Discussion Fourm on Issues rdised in the Special  
Session

1200/1330 Lunch

### **FIRST PLENARY SESSION**

Session Chairman: **Jean Smagghe**, IAPH President

1330/1332 Opening Remarks by the President

1332/1340 Credentials Committee: Report by the Chair  
- Declaration of Quorum of the Conference

1340/1350 Secretary General's Report

1350/1355 Membership Committee: Report by the Chair

1355/1400 Budget Committee: Recommendation by the Chair  
Settlement of Account for 1997/1998

1400/1405 Budget Committee: Recommendation by the Chair  
Budget for 1999/2000

1405/1450 IAPH 2000 Task Force

### **Technical Committees**

1450/1520 **Port Affairs Group**

1st Vice President Introduces the Chairs for their  
Reports and Recommendations  
Port Planning & Construction  
Dredging Task Force  
Port Safety & Environment/Marine Operations  
Cargo Operations

1520/1550 Coffee Break

1550/1620 **Trade Affairs Group**

2nd Vice President Introduces the Chairs for their  
Reports and Recommendations  
Trade Policy  
Ship Trends  
Combined Transport & Distribution  
Trade Facilitation (including Liaison Work with WCO)

1620/1625 Introduction of the Winners of the IT Awards and  
Presentation of Plaques (Gold, Silver, Bronze) to  
the Winners

1625/1655 **Human & External Affairs Group**

3rd Vice President Introduces the Chairs (Including  
Liaison Work with UNCTAD)  
Introduction of the Recipient of the Akiyama Prize  
Winner by the Chairman of the Human Resources  
Committee  
Presentation of the Akiyama Prize to the Winner by  
the President  
Remarks by the Akiyama Prize Winner

1655/1700 Legal Protection

1700/1705 Port Communications

1705/1710 IAPH/IMO Interface Group: Report and  
Recommendations by the Chair

1710/1725 **Reports and Recommendations by the Liaison  
Officers**

IMO and IAPH Representation Activity  
ECOSOC, UNEP (and others, if any)

1725/1730 Closing Remarks by the President

### **Social Programme for Accompanying Persons**

0930/1600 Tour of Bukit Cahaya Agricultural Park & Blue  
Mosque

**Tuesday, 18 May 1999**

0800/1800 Registration

0800/0830 Honorary Membership

### **WORKING SESSION 1**

Session Chairman: **Jean Smagghe**, IAPH President

### **CHANGING STRUCTURE WITHIN THE SHIPPING AND PORT INDUSTRIES**

0900/0930 Globalization in Liner Shipping

Speaker: **Masaharu Ikuta**,  
President, Mitsui O.S.K., Japan

0930/1000 Consolidation in the Maritime Industry and its  
Effect on North American Trade: A US East Coast  
Case Study

Speaker: **R. E. Boyle**, Executive Director,  
The Port Authority of  
New York & New Jersey

1000/1030 Coffee Break

1030/1100 Ports Responses and Strategies in Facing New  
Trends in Shipping

Speaker: **J.E. Meredith**, Managing Director,  
Hutchison Port Holdings

1100/1130 How will Feeder Operators View the Creation of  
Secondary Hubs: Will It Give  
Rise to Cooperation or Competition?

Speaker: **Chan Tuck Hoi**, CEO, RCL Feeder Pte,  
Ltd.

1130/1200 Discussion Forum on Working Session 1

1215/1400 Luncheon talk by Minister of Transport, Malaysia  
**Dato' Seri Dr. Ling Liong Sik**

### **WORKING SESSION 2**

Session Chairman: **Tan Sri Dr. Othman Yeop**, Chairman,  
Multimedia Development Corp.

### **FORGING AHEAD WITH IT IN THE MARITIME INDUSTRY**

1415/1440 CEFACT and its Implications to the Transport  
Industry

Speaker: **Santiago Mila**, Vice Chairman, United  
Nations CEFACT

1440/1505 Achieving Service Excellence through the Use of IT:  
Capitalising on IT to Improve Efficiency and  
Productivity

Speaker: **George Hsu**, President,  
Evergreen Marine Corporation

1505/1535 Coffee Break

1535/1600 Using IT to Meet Customers' Demand and  
Satisfaction - A Shared Vision of a Global Shipper

Speaker: (invited)

1600/1625 Nurturing IT Capabilities to Support Container  
Port Operations

Speaker: **Eric Lui**, Director, Information  
Technology  
PSA Corporation Ltd.

1625/1700 Discussion Forum on Working Session 2

### **Accompanying Persons' Programme**

0930/1600 Shopping trip

### **Social Programme**

1930/2230 Dinner at the MINES Exhibition Centre

**Wednesday, 19 May 1999**

0800/1800 Registration

1030/1530 **Technical Visit**

Technical visit to Port Klang's West Port terminal

### **Social Programme**

Free evening



## Thursday, 20 May 1999

0800/1800 Registration

0800/0830 Resolutions and Bills

## WORKING SESSION 3

Session Chairman: **Dominic J. Taddeo**

1st Vice President of IAPH

President & CEO, Port of Montreal

## PORT DEVELOPMENT AND MANAGEMENT - CHANGING TRENDS

0830/0855 Oman Port: Development of the Region's Sea Transport Network

Speaker: **Eng. Jamal bin Tawfiq bin Mohameed Aziz**

Directo-General, Directorate General of Port & Maritime Affairs, Oman

0855/0920 Solidarity of African Ports Through Development and Opportunities in the New Millenium

Speaker: **Comm. K. T. Dovlo** (rtd)

Director General, Ghana Ports and Harbours Authority

0920/0945 Distinctive Management Techniques for a New Generation of Ports

Speaker: **Jack Helton**, General Manager, Salalah Port Services, Port of Mina Raysut, Oman

0945/1010 Australian Ports: Developing Innovatives Solutions to Stay Ahead

Speaker: **John Hirst**, Executive Director  
The Association of Australian Ports and Marine Authorities

1010/1040 Coffee break

1040/1105 Indian Ports Towards the Next Century

Speaker: **Dr. Jose Paul**,  
Chairman, Mormugao Port Trust

1105/1130 Keeping Ports in the US West Coast Innovative: A Road Map to Prosperity and Growth

Speaker: **George M. Murchison**, Commissioner,  
Port of Long Beach

1130/1155 Ports' Outlook in Meeting the Needs of Dry Bulk Users

Speaker: **Datuk G. Gnanalingam**, Executive Vice Chairman  
Klang Multi Terminal, Malaysia

1155/1220 Are Modern Facilities the Answer to Meeting the Requirements and Needs of Dry Bulk Users?

Speaker: **Jim Reimer**, Country Manager, Cargill Specialty Oils & Fats Sdn. Bhd., Malaysia

1220/1250 Discussion forum on Working Session 3

1250/1400 Lunch

## WORKING SESSION 4

Session Chairman: **Dr. Akio Someya**, 2nd Vice President,

IAPH Executive Vice President, Nagoya Port Authority, Japan

## GLOBAL TREND IN INTERNATIONAL TRADE AND ITS IMPACT ON THE MARITIME INDUSTRY

1400/1430 ASEAN: Towards Global Competitiveness

Speaker: **Dato Seri Rafidah Aziz**  
Minister of International Trade and Industry, Malaysia (invited)

1430/1500 Liberalization of Trade and its Impact on Global Logistics

Speaker: **Pierre Latrille**, Trade Service Division  
World Trade Organization (invited)

1500/1530 Coffee Break

1530/1600 (To be announced later)

Speaker: (invited)

1600/1630 Impact & Implications of Duty Free Trade Environment on World Trading Patterns & the Port Industry

Speaker: **J.W. Shaver**, Secretary General  
World Customs Organization

1630/1700 Discussion Forum on Working Session 4

## Accompanying Persons' Programme

0930/1600 Countryside tour

## Social Programme

1930/2230 Canada Night- hosted by the Port of Montreal

## Friday, 21 May 1999

0800/1800 Registration

0800/0830 Resolutions and Bills

## WORKING SESSION 5

Session Chairman: **Pieter Struijs**, 3rd Vice President of IAPH

Executive Director (Shipping), Rotterdam

Municipal Port Management

## PROTECTION OF THE MARINE ENVIRONMENT

0845/0920 Developing Eco-Friendly Ports: Steps taken by China Ports

Speaker: **Prof. Li Youming**

Shanghai Maritime University (invited)

0920/0955 The Role of the Port in Its Community: Initiatives and Steps for a More Vibrant Environment in the New Century

Spealer: **Evert Wijdeveld**, Environment Adviser  
Federation of European Port Operators (Feport) (invited)

0955/1030 Case Study on Tanjung Pelepas Port (to be confirmed)

1030/1100 Discussion forum on Working Session 5

1100/1130 Coffee Break

## WORKING SESSION 6

Session Chairman: **Board Member**, Klang Port Authority

## ADVANCEMENT IN TECHNOLOGY AND ITS IMPLICATION ON PORT OPERATION

1130/1200 Moving into the Digital Millennium: How to Integrate Port Operations with Rapidly Changing Technology

Speaker: **M.A. Kodjo**, Chief Executive, Port Autonome de Lome, Togo (invited)

1200/1230 Container Vessels of the Next Generation: Are Seaports Ready to Face the Challenge?

Speaker: **Alfred J. Baird**, Director, Maritime Transport Research Unit  
Napier University, Scotland

1230/1250 Discussion Forum on Working Session 6

1250-1400 Lunch

## SECOND PLENARY SESSION

1400/1600 IAPH Official Committee Business  
Invitation Address and Presentation by the Host of the 22nd IAPH Conference  
(Port of Montreal)

Address by Outgoing IAPH President

Address by Incoming IAPH President

Closing Remarks by Conference Chairman

1600/1700 Conference close immediately followed by:  
Post Conference Joint Meeting of the Board and Exco

Post Conference Meeting of the Exco

## Social Programme

2000/2300 Gala dinner at Sunway Lagoon Resort Hotel

# Membership Notes:

## New Member

### Temporary Member

#### Shenzhen Municipal Port Authority (China)

Address: Room 1707, Haian Zhongxing Building  
229 Binhe Road, 518032 Shenzhen

Mailing Addressee: Mr. Zou Guo Hua, Director

Tel: 86-755-3797111

Fax: 86-755-3797138

## Changes

#### Port of Tallinn [Regular] (Estonia)

Mailing Addressee: Mr. Enn Sarap, Chairman of Board

Tel: (372) 6318 002

Fax: (372) 6318 060

E-mail: portoftallinn@ts.ee

Internet: http://www.ts.ee

Chairman of Board: Mr. Enn Sarap

Finance Director/Vice Chairman:

Mr. Sandor Liive

Technical Director/Member of Board:

Mr. Aare Kitsing

Operations and Marketing Director:

Mr. Lembit Visnapuu

Administrative Director:

Mr. Olev Laanjärv

Harbour Master: Mr. Eduard Hunt

#### Freie und Hansestadt Hamburg [Regular] (Germany)

Head of the Department of Ports, Services and Economic

Infrastructure: Mr. Manfred Reuter

E-mail: wib.v3@t-online.de

Internet: http://www.allindia.com./jnpt

#### Autorite Portuaire Nationale [Regular] (Haiti)

Mailing Addressee: Mr. Julio Julien, General Manager

Tel: (509) 23-1262, 21-0198

Fax: (509) 23-2440

#### Jawaharlal Neharu Port Trust [Regular] (India)

Mailing Addressee: Mr. R. Vasudevan, Chairman

Tel: (022) 7242290

Fax: (022) 7242642

E-mail: jawahar@gasbmo1.vsnl.net.in

Internet: http://www.allindia.com./jnpt

Chairman: Mr. R. Vasudevan

#### Administracion Portuaria Integral de Veracruz S.A. de C.V.

[Regular](Mexico)

Mailing Addressee: Mr. Pedro Velazquez

Director of Marketing and Trade  
Development

#### Papua New Guinea Harbours Board [Regular]

(Papua New Guinea)

Fax: (675) 3211546

E-mail: paghbcom@online.net.pg

#### Administracion Nacional de Puertos [Regular] (Uruguay)

Mailing Addressee: Dr. Edison Gonzalez Lapeyre, Chairman

Tel: +598 2 1901870

Fax: +598 2 9162124

E-mail: anpuir@adinet.com.uy

## List of Contributors to the Special Port Development Technical Assistance Fund

(As of 30 June 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
World Cargo News	UK	100
Nagoya Port Authority	Japan	3,000
Total:		21,397

## Visitors

On Wednesday, 20 May 1998, Mr. Eric Plane, Managing Director, Fender Care Ltd., UK., with Mr. Soka K. Kikuchi, a resident life-supporting member, visited the head office and met with Mr. R. Kondoh.



L to R: Mr. Plane, Ms Takeda, Mr.Kondoh and Mr. Kikuchi

by **Alex J. Smith**, IAPH European Representative

# The 77th Session of the Legal Committee (LEG 77)

**L**EG 77 was held at IMO Headquarters, London, UK from 20 to 24 April 1998 under the chairmanship of Mr A H E Popp, QC (Canada).

Delegations were present from 54 Member States, 1 Associate Member together with representatives from 23 inter-governmental and non-governmental organisations, including IAPH.

It will be recalled from my report on LEG 76 that a decision had been made that the Legal Committee should concentrate efforts on making progress with two priority items, Provision of Financial Security and a Draft Convention on Wreck Removal.

As respects the first of these emphasis has now been placed on matters relating to Passenger Claims and consequential amendments to the Athens Convention. Work is proceeding in that regard with the aim of completion at the Committee's first session in 1999.

Whilst acknowledging the importance of such claims, ports have continued to stress the need for mandatory insurance cover against a wider spectrum of claims, particular importance being attached to those associated with pollution from ships' bunkers. It was therefore highly apposite to note the inclusion in the deliberations of a joint submission by Canada, Finland, Norway, South Africa and the United Kingdom proposing the development of an IMO Code setting out minimum standards for marine insurance. The Code would enable all States to ensure that all ships using their ports are covered by indemnity insurance of the type currently provided by P and I Clubs, or some acceptable alternative, in respect of the owner's liability for defined maritime claims.

The intention of the sponsors is that an IMO Assembly resolution should adopt the proposed Code and keep its operation under review.

LEG 77 regarded the proposal favourably as a "half-way house" which avoids the need for a system of compul-

sory insurance or guaranteed recompense. Questions raised in discussion will be examined by the sponsors who will continue to develop the proposed code in close consultation with other delegations and the insurance industry. IAPH's Legal Protection Committee will no doubt wish to consider how best ports can contribute to the Code's development.

LEG 77's second priority item concerns the development of a draft Convention on Wreck Removal. Consideration was therefore given to draft Articles prepared by a Correspondence Group dealing with Definitions; Application; Financial Liability for Locating, Marking and Removing Ships and Wrecks; Rights and Obligation to Remove Hazardous Ships and Wrecks; Time Bar; Evidence of Financial Security; a Supercession Clause. The Correspondence Group was then asked to continue its work and report further to LEG 78 (19 to 23 October 1998). An international port contribution to that work would be welcomed.

Over an extended period, IAPH's primary interest has focused on the question of securing compensation for pollution from ships' bunkers.

Spillages of varying sizes, and severity in their effects, continue to take place in port waters. Clean-up processes are often difficult, time consuming and costly. Ports however, being aware of their responsibilities in securing a clean marine environment, invariably set about the task of minimising the most damaging effect of spills without waiting, in many cases, for clean-up funds to be made available. Very often, cost recovery has not been possible and the burden of clean-up costs has been left to be borne by ports.

It was therefore a disappointment for IAPH to note that an earlier meeting of the Legal Committee had deleted the subject from the Committee's list of priority items.

After the 20th session of IMO's

Assembly, IAPH had hoped that the Legal Committee would reverse that approach and continue to develop urgently, an international instrument dealing with compensation for pollution from ships' bunkers, given the prominence which had been attached to the subject by IMO's Marine Environment Committee.

That now appears to be the case given the extensive work which featured in submissions to LEG 77 by a number of Member States, most notably Australia, Canada, Ireland, Norway, South Africa and the United Kingdom.

LEG 77 decided to address a number of fundamental issues which would effectively prescribe the nature of the instrument which could be put in place, as follows:

- Form of the instrument – work will proceed on the basis of a free-standing convention
- Scope of application – it would apply only to pollution damage
- Limits of liability – these would be tied to the limits set out in the Limitation of Maritime Claims Convention 1976 as revised
- Channelling of liability – whilst further consideration is needed the majority of delegations supported a United States proposal to channel liability to a small group of persons such as the shipowner, operator or demise charterer
- Compulsory insurance – further discussions are needed. Attention will also have to be paid in particular, to the work on development of an IMO Code on financial security referred to earlier in this report
- Basis of liability – most delegations favoured a strict liability regime

Draft articles for a proposed instrument will be prepared for consideration at LEG 78 taking account of discussions at LEG 77.

In the foreseeable future, the Legal Committee will be looking to give less attention to the introduction of new instruments and more time to matters concerning the implementation, enforcement and interpretation of existing instruments. It will be mindful in that regard of its role as the legal adviser to IMO Member States, the Parties to IMO instrument and other bodies of IMO.



# Report on the Marine Environment Protection Committee 41st Session (MEPC 41)

**M**EP C 41 was held at IMO Headquarters, London, UK from 30 March to 3 April 1998, under the chairmanship of Mr Michael Julian (Australia).

The session was attended by delegations from 67 Member States, an associate Member, 1 UN Specialised Agency, 3 inter-governmental organisations and 29 non-governmental organisations, including IAPH.

In his opening remarks, the Secretary-General, IMO, stressed that the deliberations of MEPC 41 would place a significant emphasis on the importance of ports in the effective implementation of IMO's commitments to safer seas and cleaner oceans; and so it proved. The key discussion areas were the provision of adequate reception facilities at ports for MARPOL 73/78 wastes from ships; ballast water management; the use of anti-fouling paints; the prevention of air pollution from ships; and work carried out under the Oil Pollution, Response and Cooperation (OPRC) Convention.

## Reception Facilities

It is a fact that IMO continues to receive reports of inadequate reception for ships' wastes notwithstanding the obligation freely undertaken by parties to MARPOL 73/78 to ensure their provision. Even worse, it appears that compliance with the specific measures attaching to Special Area status, leaves much to be desired.

There was no shortage of documentary or verbal input to discussion of the subject. From an IAPH standpoint, I felt it necessary to intervene to draw attention to the importance of keeping matters in perspective. Complaints of inadequacy, or availability for example, were often the result of ship/shore communication problems and the respective priorities of ships and ports as regards their actual operational requirements. Furthermore, the primary responsibility for ensuring compliance lay with Governments whose communications with their respective ports as to specific requirements which need to be put in place, were often dilatory to say the least. IAPH, however, continued to be supportive and positive in facilitating the general availability of adequate

reception facilities.

At the behest of the Chairman, the Committee addressed the purported key issues of adequacy and remedial measures to be deployed; national approaches; the reporting process; and dissemination of information on availability of reception facilities.

MEPC 41 agreed that the detail of these matters should be addressed by a Port Waste Reception Facilities Working Group at MEPC 42 (2 to 6 November 1998). In the meantime, a Correspondence Group led by the United Kingdom will prepare a base document for consideration at MEPC 42 on the six tasks set out in the Working Group's terms of reference, as follows:-

- i) review existing definitions of adequacy of port waste reception facilities as stated in IMO publication Comprehensive Manual on Port Reception Facilities or any other publication and receive input from interested parties on the meaning of "adequate";
- ii) define the parameters for reception facilities based on the different types of ships' waste identified in the Annexes to MARPOL 73/78;
- iii) determine a methodology or generic action plan to assist countries to undertake a review of their port waste reception facilities with the objective of:
  - identifying any shortfall
  - identifying practical problems ports face in developing or implementing port management strategies
  - identifying problems in relation to receiving, treating, collecting waste from ships including the interface between ships and waste reception facility providers and in disposing of waste.
- iv) develop measures to ensure improved communication between ships, ports and waste reception facility providers;
- v) develop criteria for the use of IMO in determining a list, for circulation, of ports with inadequate or no waste reception facilities;
- vi) develop a generic port waste management plan which could be used by the administration in any country

to assist it in providing a national port waste reception strategy or national plan. This plan may be suitable for assisting ports in obtaining funding for the establishment of adequate port waste reception facilities;

- vii) provide an analysis of successful port waste reception regimes.

It is clearly essential for IAPH to provide a port-related input on these tasks to the Correspondence Group's base document as a matter of urgency.

## Harmful Aquatic Organisms in Ballast Water

It will be recalled from earlier reports that the IMO Assembly, by resolution A868(20), adopted Guidelines for the Control and Management of Ships' Ballast Water for practical implementation by Governments. The Assembly had also asked MEPC to work towards the completion of legally-binding provisions on ballast water management in the form of a new Annex to MARPOL 73/78. Accordingly, therefore, a Ballast Water Working Group, which included IAPH representation, continued its work in these respects during the course of the week.

Draft provisions of the regulations to be included in a new Annex were considered together with a draft Ballast Water Management Code setting out technical requirements and implementation guidance drawing on the provisions of resolution A868(20). It is of particular interest to note in these respects that current thinking has moved towards the view that the general provision of reception facilities for ballast water is an impractical remedial option. It is very probable, however, that provision will need to be made for reception facilities for the environmentally safe disposal of ballast tank sediments.

By the end of the week, it was possible for the Working Group Chairman, Mr Denis Patterson, Australia, to report on a coherent work plan leading to a proposed Conference of Parties to MARPOL 73/78 in November 2000. In furtherance of its work, the Working Group has also prepared a questionnaire for early circulation to Member States on the requirements which may have to be developed by Governments concerning ballast water control practices and related matters. It would be helpful in that regard if IAPH would invite members to complete the questionnaire for their respective port areas. The data should then be provided to their respective Governments for possible inclusion

in their submissions to IMO. Copies of the data should also be provided to IAPH.

The Working Group's intention is to work to the completion of the draft regulations and Ballast Water Management Code during MEPC 42. Attention will also be given to the development of education and awareness material for use by both seafarers and shore-based personnel of Port State authorities.

The Working Group also evaluated the status of a UNDP/IMO/GEF project to assist developing countries to identify and remove barriers to the effective management and control of ships' ballast water. It will be recalled in that regard that IMO had identified IAPH as a potential sponsor and participant in the project.

A report was provided to the Working Group on project implementation to date, consisting of the collection of data for incorporation in a major US\$3 to 5 million project to be submitted for approval by the GEF Council in October 1998. IAPH's interest in and commitment to the project was reiterated. My understanding is that IAPH will be invited to participate directly on the Project's Steering Committee.

### Anti-fouling Paints for Ships

Mixed views continue to be expressed on the harmful effects of anti-fouling paints for ships with the possible exception of TBT based paints, the use of which could very possibly be the subject of total prohibition by States acting individually or collectively within regions. States in favour of such action would ideally prefer a world-wide ban in an international maritime trading context. Investigations and research into harmful effects will, however, continue.

MEPC 41 concluded that a Working Group should be established at MEPC 42 with the following terms of reference:-

- i) The Guidelines of Application of the Precautionary Approach (resolution MEPC 67(37)) shall apply to the work of the Group.
- ii) Identification of the different legal mechanisms available for effecting a global phase-out of tri-organotin anti-fouling systems on ships.
- iii) Two important issues to be developed for inclusion in the appropriate legal instruments are:-
  - a mechanism that allows anti-fouling systems other than tri-organotins to be considered for possible future action; and

- a provision calling upon Parties to continue to promote scientific and technical research on the environmental impacts and efficacy of anti-fouling systems.

- iv) Recommendation to the Committee of what year or time frame is most appropriate for effecting a prohibition of tri-organotin anti-fouling systems in light of the relevant technical, environmental, legal and market factors.
- v) Preparation of a draft legal mechanism to allow action to be taken regarding anti-fouling systems, in particular to global phase-out of tri-organotins as a marine anti-foulant.
- vi) Preparation of a report to MEPC, including the draft legal instrument and a draft schedule for review and adoption of the draft instrument.
- vii) Development of a draft assembly resolution for its 21st session urging IMO Member States to encourage application of less harmful alternatives to tri-organotin anti-fouling systems pending entry into force of a mandatory instrument.

IAPH developed a position on this subject for submission to a previous MEPC meeting. The question now is whether, in the light of the Working Group's terms of reference additional material needs to be prepared as a precursor to active participation in the Working Group at MEPC 42.

### Air Pollution from Ships

Having agreed by Protocol to amend MARPOL 73/78 by adding a new Annex VI on Regulations on the Prevention of Air Pollution from Ships, the Conference of Parties to MARPOL 73/78 held in September 1997 also adopted 8 Conference Resolutions the implementation of which MEPC is obliged to oversee.

The substance of the Conference Resolutions has been reported on previously. Much of their substance is not of direct interest to ports. Some matters, however, do need to be drawn to the attention of IAPH members.

The wishes of North Sea States to establish the North Sea as a sulphur oxide emission control area will be given further consideration at MEPC 43 (28 June to 2 July 1999).

IMO's Design and Equipment Subcommittee has been tasked to develop guidelines on representative samples of the fuel delivered for use on board ships, as a high priority. That work will have regard to ISO Technical Report number "ISO TR 13739 Petroleum

Products - Methods for specifying practical procedures for the transfer of bunker fuels to ships".

MEPC 42 intends to consider carbon dioxide emissions from the transport sector together with proposals on technical and operational options for emission control.

### OPRC Convention

The standing Working Group on implementation of the Convention and Conference Resolutions was able to prepare a draft Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances, for submission to MEPC 42 and consideration by a Conference in 2000. IAPH has expressed its support of the general intent of the Protocol in a position paper submitted to a previous MEPC meeting.

### Other Matters of Interest to Ports

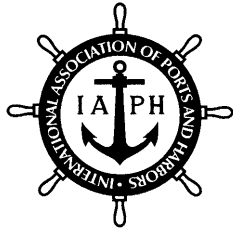
MEPC 41 gave its support to an International Symposium on Marine Pollution to be held in Monaco from 5 to 9 October 1998. The Symposium is co-sponsored by IMO, UNEP, UNESCO, amongst others, as a contribution to the 1998 International Year of the Ocean.

MEPC 39 had decided that information on North West European Waters met the criteria for designation as a Special Area under Annex 1 of MARPOL 73/78. One of the principal criteria is the provision of adequate reception facilities for oily wastes from ships. All coastal States bordering the Special Area had notified MEPC 41 that reception facilities in each State were adequate and in full conformity with MARPOL requirements. The decision was therefore taken to notify Parties to MARPOL 73/78 on 1 August 1998 that Special Area status would have effect from 1 August 1999.

Information was provided to MEPC 41 by the IMO Secretariat on the IMO/UNDP/GEF Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas. A new large scale project has been agreed for the next 5 years supported by the region's States, donors and the private sector.

The Committee's work programme and that of its subsidiary bodies was agreed. It will be closely examined by IAPH's Committees in accordance with their usual practice.

Finally, it was agreed that MEPC 42 would be held from to 6 November 1998, and MEPC 43, tentatively, from 28 June to 2 July 1999.



## IAPH Trade Facilitation Committee

# IAPH Award for Information Technology 1999



**NAME OF AWARD:** The Award is known as the International Association of Ports and Harbors Award for Information Technology.

**CONCEPT:** IAPH demonstrates its commitment and leadership in promoting the use of information technology in ports and maritime transport by presenting the award for outstanding research and application of information technology in ports and maritime transport, as decided by a distinguished panel of judges. The award is composed of two different categories.

## Award Criteria

**FIRST CATEGORY:** Any Regular or Associate Member of IAPH will be eligible to submit an entry for the award. Any application of information technology within a port may be submitted, whether purely internal to the port authority or involving other outside organisations in such areas as EDI. The winner will be the entrant whose project or application, implemented in the previous two years, has resulted in the greatest benefit to the port judged by the Selection Committee on the following criteria:

*"Lower costs and increased revenue, improved safety, environmental protection and enhanced efficiency."*

It is explicitly envisaged that these criteria will enable ports in less developed countries, with limited resources and different circumstances, to compete for the award alongside those who already use the available technologies extensively. Relative improvement for a port will be the key factor for comparison. Gold, silver and bronze plaques will be presented.

**SECOND CATEGORY:** Universities, institutes of transport, Non-Governmental Organisations and any other non-commercial institution dedicated to investigation, study and research in the field of maritime transport and the port industry will be eligible to submit an entry for the award. Any project of research, survey or investigation within the maritime transport sector may be submitted. The winner will be the entrant whose project, research or study, developed in the previous two years, is considered most interesting and valuable judged by the Selection Committee on the following criteria:-

*"Innovation, interest for maritime transport and the port industry and possible potential for implementation."*

Gold, silver and bronze plaques will also be presented for the best entries submitted to this category of the award.

**SELECTION COMMITTEE:** The Selection Committee of four will receive, review and judge the merits of all entries. The Selection Committee will comprise:-

- The Chairman, IAPH Trade Facilitation Committee;
- a representative of the host port organisation at which the award will be presented (Port of Klang, Malaysia);
- a representative of the IAPH Secretariat; and
- a member of the Trade Facilitation Committee from a region not represented by the other three members.

## NOMINATION PROCESS:

Nominations for the award are to be directed to the IAPH secretariat, which will ensure distribution to all members of the Selection Committee. The nomination must take the form of a written document substantiating the reason for the nomination, along with supporting evidence. Should there be more than one entry nominated per organisation, these entries will be considered separately.

**CONTACTS:** For both nominator and nominee, supply name, address, telephone number, fax number and e-mail address of organisation and person.

## Description of Information Technology Application:

### FIRST CATEGORY:

- Summary - Briefly describe (up to 400 words) the application, including the business problem, the technology solution, the time taken to achieve results and date of implementation.
- Results (up to 400 words) - Provide specific performance measurements which show the improvement brought about through the IT application, e.g. increase in revenues, decrease in costs, percentage change in results, time savings, operating impact, increase in port capa-

bilities.

- Technology or Services used (up to 200 words) - List hardware, software and services that were used in the application.
- Obstacles Overcome (up to 300 words) - Explain the primary problems (technological, organisational, human or other) or difficulties overcome or avoided that threatened the success of the project, and the measures used to overcome these problems.
- Technology Base (up to 300 words) - Give an indication of the level and extent of technology in use within the organisation before implementation of the project or application submitted.

**SECOND CATEGORY:** The application for the second category of the award should include the whole project, paper or report along with all the existing supporting evidence.

**LANGUAGE:** English

**DEADLINE:** Entries in quadruplicate (4 copies) must be received at the IAPH Head Office secretariat by 4 p.m., Japan time, 31 December 1998. To allow the judging to be carried out effectively entrants must adhere to this deadline. Entries received after the deadline will not be judged.

**WINNERS:** Winners of the gold, silver and bronze awards of both categories will be notified in good time to allow presentation of the awards to be made during the 21st World Ports Conference of IAPH in Kuala Lumpur, Malaysia (15 - 21 May 1999).

**PUBLICITY:** Any entry and/or related presentation material submitted for the award may be published in the IAPH magazine, Ports and Harbors.

### Entry submission by mail to:

Information Technology Award  
c/o The International Association of Ports and Harbors

Kono Building, 1-23-9 Nishi-Shimbashi, Minato-ku, Tokyo 105-0003, Japan

Tel: +81-3-3591-4261

Fax: +81-3-3580-0364

E-mail: iaph@msn.com

**T**HE IAPH Combined Transport Committee intends to promote combined transport in ports around the globe and is therefore searching for successful ventures to serve as examples. The Committee found a number of interesting projects in Amsterdam, including an 'all weather' terminal and the multi-modal distribution centre, Amsterdam Westpoint. The Committee is pleased to be able to make use of the experiences and ideas generated by these projects for a new, practical report for use by all ports in the application of combined transport.

Amsterdam Port is a large port, characterised by its processing capacity. Of great importance for north-west Europe, it currently occupies fifth position in this field. Transshipment volumes grow by a few points every year. In 1997, total transshipment levels hit 56.5 million tons, an increase of 3.2 per cent on 1996. At 38.3 million tons, dry bulk (coals, iron ore, gravel, grains, feed and oil-bearing seeds) accounted for a major proportion of total volume. Liquid bulk (oil products and chemicals) total some 10.9 million tons. General cargo volumes amounting to 7.3 tons were achieved. Cruise shipping in Amsterdam is also increasing. In 1997, 71 ocean-going cruise ships moored at the port, while there have been 91 registrations for 1998, translating in some seven hundred man years work and a turnover for the city of NLG1 million per ship.

Cargoes entering Amsterdam are often first processed before being sent on. That means that there is a large volume of industrial activity at the port. For example, coals are broken, sifted, mixed and washed and cars made ready for distribution, with computer assembly in distribution centres. The food industry is also strongly represented at the Amsterdam port. Soya beans are processed into oil and flour, and cacao beans into a semi-manufactured product for chocolate.

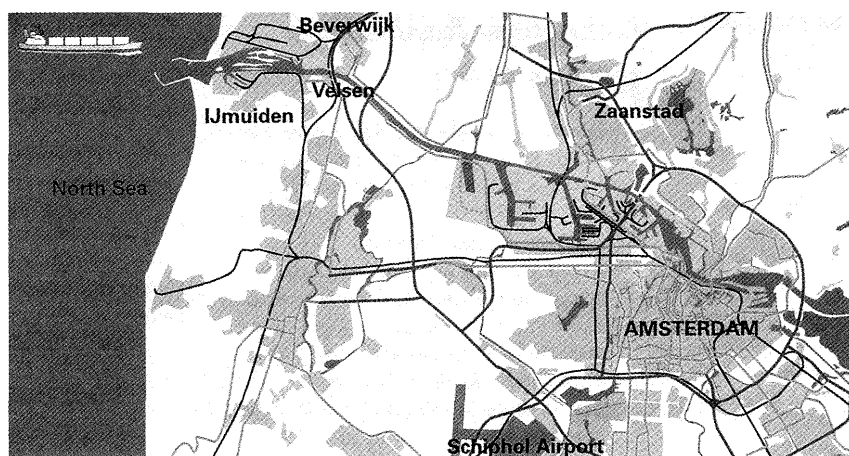
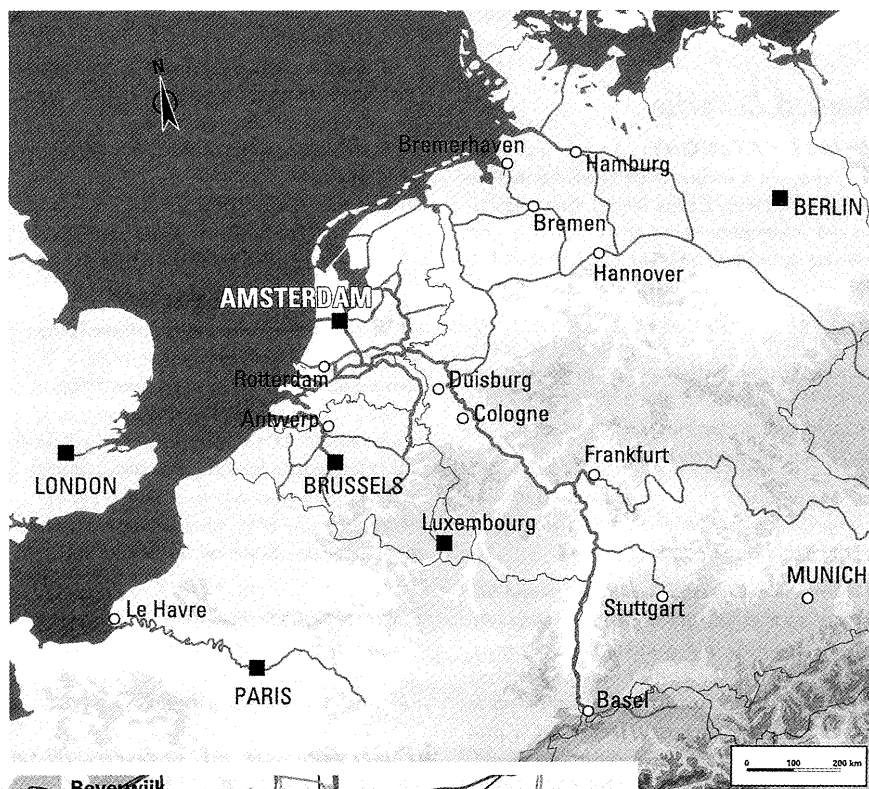
Amsterdam port is favourably situated with respect to the western European market. It is easily accessible by sea and has excellent rail, inland

## All-weather terminal and multi-modal transport

### Amsterdam takes a lead in combined transport

**By Frank Mester**

*Project Manager, Strategic Planning Department, Port of Amsterdam*



shipping and road hinterland connections. Distances by road to the most important German markets are shorter than those from Rotterdam, Antwerp or Hamburg. Inland shipping gladly uses the good connections and more than half of the bulk is already transported to the hinterland via inland shipping. In



addition, the high speed train link means that Amsterdam is only four hours and 46 minutes from Paris. Hoogovens and automotive companies, such as Nissan, make considerable use of rail transport. From Amsterdam, there is also marked short-sea transport to ports in the Baltic and Mediterranean.

Another advantage of Amsterdam's location is its proximity to Schiphol international airport for passengers and cargo, only fifteen minutes from the port. Schiphol has links to around two hundred international destinations. Teleport, an office site in Amsterdam equipped with the most sophisticated telecom facilities, also provides added value for the port, as does its attractive, internationally-oriented location as economic and financial centre with many pleasant recreational and cultural opportunities.

### More transport across water

Amsterdam Ports Management, which has control over the port, is looking to create a good location climate. It recognises combined transport as part of this. According to the IAPH committee, combined transport is transport between two points, for which at least one other form of transport is used in addition to an ocean-going vessel. Consider inland shipping, rail or short-sea and increasingly, transport modes like pipelines and transport conveyors. The roads are full and the environment benefits from inland shipping and rail transport, so, partly due to political pressure, road transport in Europe is avoided where possible.

Business also supports this transport mode. It does however demand high volumes, bearing in mind the size of vessels and the fixed costs they bring with them, the regular sailing frequencies they demand and the logistics quality desired. A single company cannot afford such cargo volumes, but if a number of companies pool their transport needs, larger cargo volumes are created for various destinations, making inland shipping, short-sea and rail a more obvious option. Spontaneous co-operation in this field is uncommon. Amsterdam Port Management's policy and resources are therefore concentrated on promoting combined transport. That happens in various ways.

Firstly, the Port Authority informs and advises companies on this transport mode. It also lowers the threshold for inland shipping, short-sea and rail transport by planning almost every company site on the water and in the close vicinity of rail routes. It is also investing efforts into enhancing co-operation between companies and set-

ting up joint inland shipping shuttle routes for containers. The Port Authority also promotes combined transport through the use of new communication technologies such as Internet and Intranet. For example, companies will soon be able to offer their services on the Ports Authority's Internet site ([www.amsterdamports.nl](http://www.amsterdamports.nl)) where arrival and departure times for scheduled services to and from Amsterdam will also be available. In the future, companies will even be able to book scheduled services via this website. Finally, as a shareholder, the Port Authority participates with venture capital in various companies involved with combined transport. "With such investment, we are helping to start the wheels of development rolling," says Amsterdam Port Authority's Executive Director Godfried van den Heuvel. "If the market proves to be sufficiently interested in the project, we will pull out. That will allow us to realise modernisation projects, without it costing the Ports Authority or government a penny. In the future, we expect multi-modal transport to continue to be important, both through the use of existing transport modality and the implementation of new logistics concepts, for example using underground transport and pipelines. It is important that ports, as cargo transport interchanges, remain alert to this type of development."

### Westpoint: joint facilities and flexibility

Amsterdam Westpoint is one of the projects in which the Ports Authority is a temporary shareholder. It is also one of the Amsterdam examples of combined transport of interest to the IAPH committee. The sixty-five hectare Amsterdam Westpoint site is a unique project. The terminal is equipped with all the latest facilities and companies can establish themselves directly with flexible contacts. The companies are making joint use of facilities such as cranes, quays for ocean-going and inland shipping vessels, a rail terminal and an office building which can be used flexibly. This makes it especially attrac-

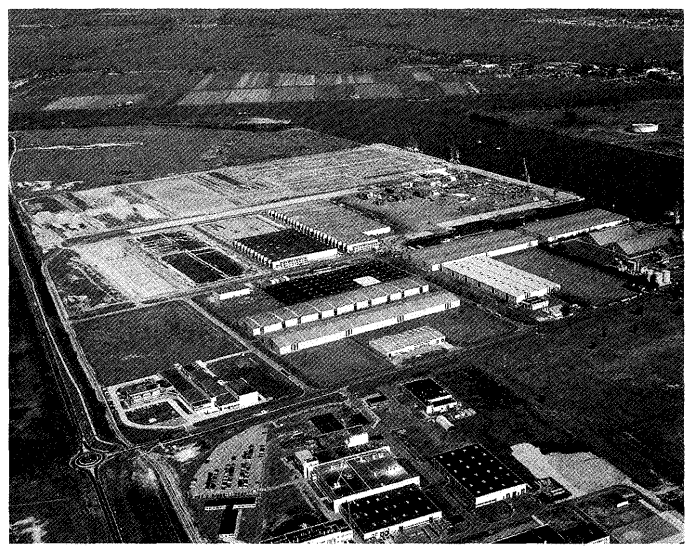
tive for smaller companies and newcomers to locate – they need not invest much and can always start immediately.

Company clustering at one site brings with it large-scale transport capacity, creating sufficient cargo volumes for a number of inland container shipping shuttles. One shuttle sails at least three times a week from Westpoint to Rotterdam and Antwerp, the other sails twice a week back and forth along the Rhine ports. Ports Management is currently increasing the sailing frequency and number of destinations, so that companies can be sure that they can always regulate their cargo transport via inland shipping routes.

"With all its possibilities, Westpoint is giving a new impulse to business activity in the Amsterdam port," Van den Heuvel believes. "It attracts new companies as they can work more cheaply. Kodak and Apple have already decided to stock their customers in Europe from here. Its great success means that, by the end of this year, Westpoint's capacity will hit three times what it was when it opened for business in 1994."

### Night and Day – conditioned transshipment

The Waterland Terminal BV's 'all-weather' terminal is the other Amsterdam-based combined terminal project that the IAPH committee wants to show to the rest of the world. The terminal, which opened in the spring of 1998, is the first roofed-in multi-purpose terminal at a European sea port. Weather-sensitive products like wood and steel can be transshipped in a conditioned and partly even climate-regulated warehouse, with the considerable advantage that it is no longer necessary



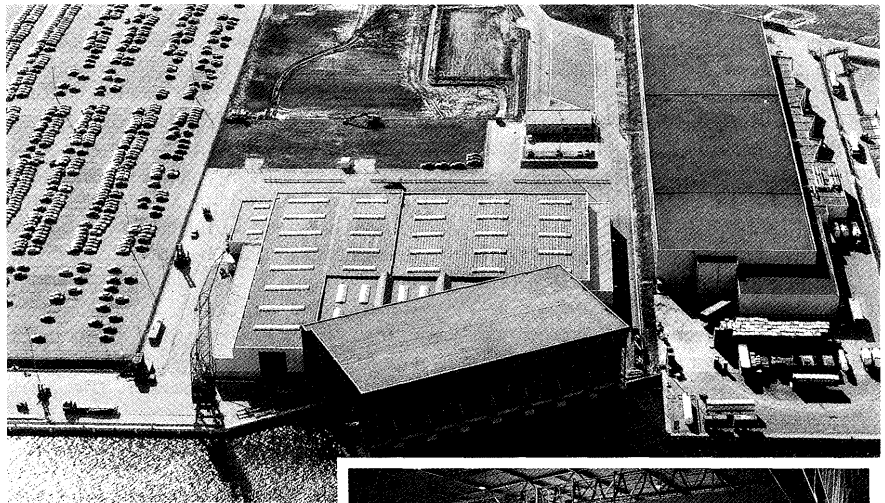
Westpoint

to wait for better weather. Ships can be processed day and night and under all weather conditions. Storage and after transport are also possible.

Van den Heuvel: "The roofed-in terminal has been made extra wide, so that board-board transshipment is possible. That saves logistics processing costs and is therefore more efficient. There is also a rail link into the warehouse, making it possible to transship to rail indoors. On balance, far higher levels can be transported via inland shipping and rail. An additional environmental advantage is that less packaging is needed, around one and a half kilos per ton of cargo, because of the possibilities for direct transshipment."

Even before it was officially opened, the all-weather terminal, born of co-operation between Amsterdam Port Management and stevedore Waterland Terminal BV, was already such a success that expansion was considered necessary. Transshipment volumes are expected to double in the first year.

Waterland Terminal BV's is not the only covered terminal. There are various roofed-in steel terminals, including one

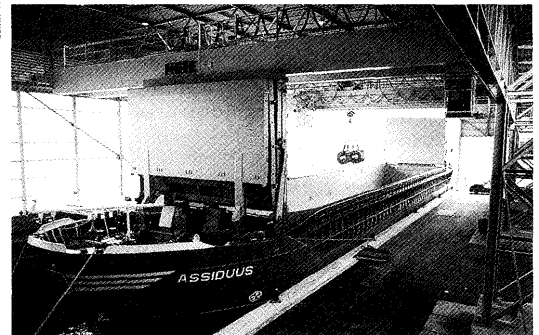


**Waterland Terminal**

at a factory site in Hull (United Kingdom). At several sites, work is underway on multi-purpose terminals similar to the Waterland Terminal BV. "International co-operation with a network of such terminals makes combined transport possible

using sea and inland shipping within Europe and perhaps even world-wide," Van den Heuvel speculates. "More roofed-in terminals lead to less truck transport and more combined transport. That results in less delays and a more reliable, cheaper and higher-value from of cargo transport over water."

The Combined Transport Committee considers the two Amsterdam projects good examples for other ports. To be in a position to give the best possible picture of combined transport, the committee is also asking other ports to supply them with examples of projects in this field. This so that it can compile as complete a report as possible based on Amsterdam and new cases that will stimulate ports



across the world to put combined transport into practice. You can send examples of projects to Hans Ludwig Beth, ...[Hamburg Port address].

## Combined transport committee

The IAHP Combined Transport Committee intends to bring combined transport to the attention of various ports across the world. Through research and study and by showing these ports how it works and what is possible within the scope of combined transport.

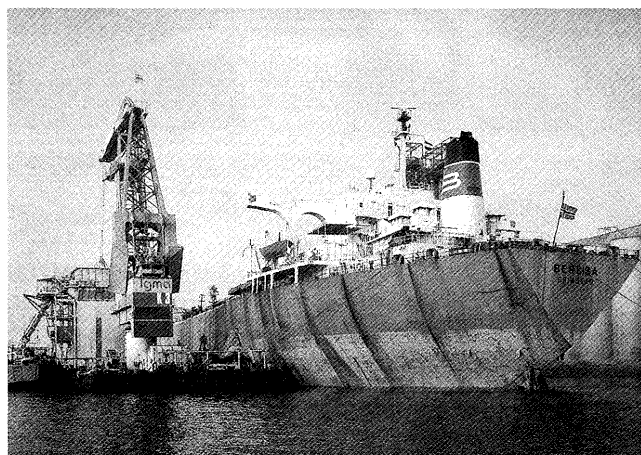
With representatives on all continents, the committee is chaired by Hans Ludwig Beth, Marketing and Public Relations Director at the Port of Hamburg.

In 1996, the committee compiled a report with definitions, the current situation, scenarios and a number of case studies in relation to combined transport. This is an extension of it. The new terms of reference determined during the 1997 conference in London are applicable. They greatly stress the role the ports play in how cargo transport is regulated to and from ports.

The report, completed in two years time, will describe a number of new cases which are covered by the new terms of reference. The committee wants to be in a position to describe as many cases as possible and is therefore open to examples of projects relating to combined transport.



**With annual transshipments of 450,000 tons Amsterdam is the world's number one cocoa port. More and more cocoa is being transported in containers and in bulk instead of bales.**



**Transshipment of agri-bulk at the IGMA-terminal in the port of Amsterdam: 9.4 million tons of agri-bulk (grains, cattle feed and oil seeds) were transhipped in 1997.**

# WORLD PORT NEWS

## IAPH Trade Facilitation Committee: Barcelona Seminar on Ports in the New Electronic Commerce Environment

**"P**ORTS in the new Electronic Commerce environment" will be the theme of a Barcelona seminar to be held on 5-6 November this year.

### Programme

5 November 1998, World Trade Center  
Barcelona

#### Opening Session

- 09:15-09:25 Welcome by Chairman Port Authority of Barcelona.
- 09:25-09:40 Opening address by IAPH President
- 09:40-10:00 Opening address by President TFC
- 10:00-10:30 Coffee break.

#### Session I. Electronic Commerce and Port Community

- 10:30-11:00 State of the art on electronic commerce related to international trade.
- 11:00-11:30 Implementation of electronic commerce in ports. EDI and new information technologies.
- 11:30-12:00 Electronic customs clearance and data requirements.
- 12:00-13:00 Electronic commerce in Port Community.

#### Session II. Developments and Projects Involving Electronic Commerce

- 15:30-16:00 The Trade Card System.
- 16:00-16:30 The Bolero project.
- 16:30-17:00 The ICC electronic commerce project.
- 17:00-17:30 Coffee break.
- 17:30-19:00 Community systems in ports: recent developments. Panel discussion.

6 November 1998, World Trade Center  
Barcelona

#### Session III. Technical and Legal Aspects Involved in the Implementation of Electronic Commerce

- 09:15-09:45 The evolution of UN/EDIFACT and other standards. The Internet and EDI: what are the opportunities?
- 09:45-10:15 The need for an international legal framework and the role of the third trust party.
- 10:15-10:45 New technical elements to guarantee security. The need for a reliable and safe electronic commerce environment.
- 10:45-11:15 Coffee break.
- 11:15-11:45 The role of banks in the new electronic commerce environment.
- 11:45-12:45 Electronic commerce: International Organisations developments. The United Nations system.
- 12:45-13-1. Closing address.

For more information, please contact:

**Mr. Santiago Milá**  
Assistant to the Chairman of IAPH TFC  
**Port of Barcelona, Spain**  
**Tel. (34)(3) 306 88 00/298 21 00**  
**Fax. (34)(3) 306-88 14**  
**E-mail: iaphafc@apb.es**

### Focus on Shipbuilding at Marine Port China '98

**U**NDER the new name of "Marine Port China '98" and with a wider range of subjects, the China Portex trade fair launched by Hamburg Messe und Congress GmbH (HMC) in 1987 will embark on a new era this coming year: in co-operation with its new partner, the Chinese shipyard federation, this leading East Asian trade fair will now feature the sector of light shipbuilding as an added highlight. In organ-

isational terms, too, Marine Port China '98, which will be held at Shanghai Exhibition Centre from October 27 to 30, 1998, will be placed on an even broader footing as a result of the co-operation with Amsterdam exhibition organisers RAI and the Shanghai International Exhibition Corporation SIECO.

The outstanding position of China Portex/Marine Port China is due primarily to the sound know-how available from HMC and RAI. This well established exhibition was first held more than ten years ago and 1998 will be the sixth time it has been staged in Shanghai. The exhibition attracts more interest from year to year. The organisers have recourse to extensive contacts and links with those in the world of politics, economy and administration in the Middle Kingdom. Amongst other things, they enjoy close connections with the ministries, federations and chambers responsible for international trade.

China Portex/Marine Port China offers exhibitors unique opportunities for gaining access to the Chinese market, for setting up global connections and exploiting know-how transfer in the fields of planning and development of port facilities and shipping routes, port management and logistics, transport and cargo handling systems, shipbuilding and outfitting, navigation systems and electronics. The advent of the new "light shipbuilding" sector adds a new dimension and complements the fields previously covered by Marine Port China. With the introduction of this new sector, the organisers aim to satisfy the growing demand for harbour launches and working craft, harbour ferries, coastal patrol boats, lifeboats and safety vessels, as well as inland waterway vessels.

For those in authority at local, regional and central government level, this "prestigious" exhibition, as it was labelled by China Ports & Harbours Association, is a key element in achieving the ambitious aim of turning Shanghai into an international shipping, financial and trade centre of global significance. This was the slogan issued by Premier Li Peng himself last year. With a cargo-handling volume of some 170 millions tonnes (1995), Shanghai is already one of the world's most important ports and the largest in the country, handling roughly a quarter

of all containers involved in trade with China.

However, China's harbours and traffic infrastructure can already hardly cope with the steadily growing transport volume. There are consequent plans to create 200 new berths with a handling capacity of around 300 million tonnes by the year 2000, as well as a further 160 berths for barges with a volume of 42 million tonnes. The facilities for navigation, telecommunications, (marine) rescue and fire-fighting are to be upgraded and developed, and the plans also include expansion and modernisation of the Chinese merchant fleet, already one of the largest in the world. Extensive projects are programmed to improve hinterland infrastructure.

All these measures are to be funded by state and regional resources, loans from the World Bank, the Asian Development Bank or from private investors. Since 1992, it has been possible for foreign investors to provide direct financing for Chinese port and traffic projects. Apart from joint ventures, these increasingly take the form of BOT projects (build-operate-transfer), in which the foreign investor himself operates the facilities he has built for a certain time. Nowadays, for instance, foreign companies can build their own roads and bridges or terminals on their own company premises.

Marine Port China '98 will be attended by representatives from the entire Chinese port economy and field of shipbuilding, making Marine Port China '98 simultaneously a forum, platform and contact exchange for the branch in the fascinating Chinese market.

## 2 CEOs Say Merger Trend Will Continue

**N**OTING that no fewer than 14 of the world's top container operators in the last 18 months have been involved in merger activity, two executives of one of the largest such companies predicted the trend will continue.

And they suggested some preconditions for survival in a highly competitive environment.

Lua Cheng Eng, group president and chief executive officer of Neptune Orient Lines (NOL) of Singapore, and Tim Rhein, president and chief executive officer of APL Limited, a leading U.S.-flag operator, were jointly addressing the opening session of the International

Intermodal Expo in Dallas.

The two companies recently merged their container operations, forming the fifth largest container-shipping company in the world. A unit of NOL, it now operates globally under the name APL.

Lua said customers will benefit from the greater efficiency and more intense competition among the operators that do survive. But for a transportation company to survive and prosper during the next five to 10 years, Lua believes, it will have to develop strengths in two non-traditional areas.

"The successful company will need to hire and train innovative employees who will be staunch advocates for customers' interests, including zero-defect service reliability," he said. "And it must develop specialized supply-chain-management services to support the transportation needs of global manufacturers and retailers."

Lua noted that more than 80 percent of companies responding to a recent survey said they are looking for improved integration of their supply-chain activities as a key to their success in the next decade.

Rhein challenged the industry to continue to pursue innovations in hardware that have helped to make high service levels affordable for customers. But he said the most dramatic innovations in the next ten years – those of "break-through caliber that will change the direction of the industry, such as double-stack container trains and containerization did – will likely be in the area of information technology."

As an example, he said he envisions giving customers a new level of supply-chain control that would enable them – by clicking a computer mouse – to speed shipments up, slow them down, divert routings or change equipment or transport modes. "Let's let the customer respond deftly to unexpected delays, shifts in production requirements, changes in market preferences, or other competitive forces," said Rhein.

But he cautioned that transportation companies will need to develop a new and higher level of operating and management flexibility if customers are to have this new degree of control over the movement of each shipment. "We are moving in this direction," he said.

It will help transportation companies succeed in the future if they will try to "think as our customer, the shipper, thinks," said Lua. "If I were the customer," he said, "I know just what I would want!" Lua's list:

- Be global. I would rather deal with

one carrier for all my needs than a multiplicity of carriers that I would need to constantly monitor;

- Provide value for money. Mind you, I am not looking for the cheapest-possible freight rates – they are already at bargain-basement levels. Come to me with transportation and logistics proposals that add value to my business;

- Deliver a quality service;

- I want my carrier to have competition; I want choices. I am not too concerned about declining numbers; by the Department of Justice's own index, the industry is highly fragmented;

- Be viable. Invest in your operation as I do in mine; and

- Provide policy leadership in each market to help develop the economic regime and supporting infrastructure that will enable trade to grow.

APL provides worldwide container transportation and logistics services through an integrated network combining high-quality intermodal operations with state-of-the-art information technology. APL is the container arm of Neptune Orient Lines Ltd. (NOL Group), a global transportation company engaged in shipping and other related businesses.

## New Publications

### Opportunities for Ports

**O**PPORTUNITIES for Ports, published by Cargo Systems, is the world's first in depth report on port business strategies and effect of shipping trends on ports and terminals.

Containing selected case studies and regional analysis, *Opportunities for Ports*, discovers and explores winning port strategies. Handling technology, IT systems and marketing are all discussed and evaluated. *Opportunities for Ports* is an ideal planning document, allowing any port or terminal to remain competitive and react to changes in the market.

IIR Publications, 5th Floor, 29 Bresenden Place, London SW1 5DR, UK.

Tel: Subscriptions +44 (0) 171 976 4001.

Fax: +44 (0) 171 931 0516.



## The Americas

### Prince Rupert Showcases Benefits of 2-way Traffic

**P**RINCE Rupert's first significant level of imports, recent shipments of specialty steel from Japan, is beginning to illustrate just how beneficial two-way traffic can be for shippers.

On April 29, the carrier *Vinca Rosea* called at Fairview Terminal to unload 8,200 tonnes of steel. Unloading commenced at 07:10 and was completed on May 1 at 13:00. By 14:00, inspection had been completed and the vessel re-positioned at Prince Rupert Grain to load 20,000 tonnes of wheat. At 15:45 loading commenced and was completed at 21:05. The vessel departed Prince Rupert May 2 at 24:00.

This is an excellent example of how the optimization of a vessel for both in-bound and out-bound traffic can provide considerable efficiency, time and economic benefits.

### Supply of Grain for Export Less at Prince Rupert

**C**ONCERN is growing over the dwindling supply of grain for export remaining on the prairies. According to Statistics Canada, farm held inventories of many of the major grains at the end of the first quarter of 1998 are over 45% less than those at the same time last year and may not be adequate to sustain current delivery rates.

Although export volumes handled at Prince Rupert Grain thus far in 1998 have been up 10% over the same period in 1997 and despite the inherent efficiencies and advantages of the Port of Prince Rupert and the Northwest Corridor, grain flows could be curtailed significantly over the coming months.

### GPA to Privatize Its Railroad Operations

**T**HE Georgia Ports Authority has today (June 2, 1998) announced a decision to privatize its railroad operations. The personal property assets of the Savannah State Docks

Railroad have been purchased by the Savannah Port Terminal Railroad, Inc. The personal property assets of the Colonel's

Island Railroad have been purchased by the Golden Isles Terminal Railroad, Inc. Both of those corporations are wholly owned subsidiaries of Rail Link, Inc. of Jacksonville, Florida, which is a subsidiary of Genesee & Wyoming, Inc.

As international trade and commerce becomes more and more important to the economic vitality of the state, the Georgia Ports Authority is focusing its efforts on the competitiveness of its core business of providing the facilities and terminal services required to handle a variety of international and domestic cargoes moving to and from ships and barges.

Comparatively speaking, none of the top 16 container ports in the United States, who collectively handle more than 90% of containerized freight, operate their own railroad. Railroad operations have been traditionally part of the private sector and as such, are efficient movers of the nation's freight, both international and domestic. As the Georgia Ports Authority prepares to move into the next millennium, it is imperative that competitive strategies are implemented to ensure that the core business of moving cargo through Georgia's ports is undertaken as economically as possible.

In 1995, the State of Georgia instituted a large scale effort to privatize, where practical, much of the state government's operations. The Georgia Ports Authority's railroad operations were identified as a potential candidate for this effort. After careful consideration of the economies and effects privatizing the ancillary railroad operations and the opportunity to concentrate on competitive core business activities, a decision was reached by the Authority to privatize this part of the port's operation.

The responsibility for the port's railroad operations will be assumed by the new service provider on June 9, 1998. All of the port's railroad employees will be offered the opportunity to transfer to

other areas of the Georgia Ports Authority workforce. The Georgia Ports Authority will ensure that the transition is as smooth as possible and anticipates a positive effect on the core cargo business activities of the Authority.

### Long Beach to Develop Former Naval Site

**T**HE Long Beach Board of Harbor Commissioners on June 1 approved the environmental documentation necessary to redevelop more than 500 acres of former Navy land for cargo handling purposes. The vote cast by board members comes on the heels of the U.S. Navy's May 26 "record of decision" which deemed that the cargo terminal plan presented the best use for the former naval properties.

"Today's vote marks the end of a long and arduous task that dates back to 1991 when the U.S. government announced the closure of the Long Beach Naval Station," said Harbor Commission President Carmen O. Perez. "The Harbor Commissioners and City Council members have sat through numerous public hearings and have studied many proposals for reuse of the naval properties. In the end, no other proposal could match the cargo terminals in terms of job development and justification. Our port is growing quickly and needs space to expand. This proposal meets the port's needs while creating jobs to offset those lost when the Navy left Long Beach."

The June 1 action will allow the Port of Long Beach to develop approximately 300 acres for one or more container terminals and provides additional acreage for storage of petroleum and "break-bulk" cargoes such as lumber and steel. The Long Beach Police Department will be able to use a 265,000-square-foot former shipyard building as a new police headquarters.

Acreage will be set aside as a ship repair facility, but board members asked that the exact size of the facility remain flexible until proposals are received from potential operators.

"We want to ensure that the ship repair facility will be a success," said Perez.

Port Executive Director Richard D. Steinke assured the board that proposals for the ship repair facility will be accepted from numerous private firms, and a final decision about the size of the facility will not be made until an

"optimal" size is determined from discussions with those firms. Steinke later said that the port would issue requests for proposals later this summer from potential ship repair operators.

In a related action, the board authorized its staff to advertise for bids for the removal of hazardous materials from 95 non-historic structures within the former Naval Station and breakwater, known as the Navy Mole. The materials to be removed include lead paint and asbestos-containing floor and ceiling tiles, insulation and mastic.

The removal of hazardous materials is expected to begin in August and will mark the beginning of construction of the new terminals. The construction is expected to generate some 3,586 temporary jobs, and the various cargo terminals are expected to generate some 1,046 permanent jobs once completed.

The June 1 action will allow port staff to begin negotiations with potential tenants for use of the various cargo terminals. No action was taken on June 1 related to the lease of any portion of the property.

## Port Canaveral: Unique Firefighter Training

**A**S part of an ongoing commitment to provide cruise lines not only the finest cruise terminals in the world, Port Canaveral is setting the standard for maritime-firefighter training.

The Canaveral Port Authority is now building a \$1.7 million state-of-the-art maritime fire training facility on the port's south side. Unlike typical fire training facilities that are often concrete buildings, this facility resembles a ship – made of steel with three decks and typical ship interiors – enabling training to be conducted in a confined and realistic environment.

In addition, different types of fires can be generated by five computer-controlled simulators using clean-burning propane gas. The facility, scheduled for completion in March 1998, is crucial for team training of cruise and cargo ship crew members as well as shoreside firefighters.

Adjacent to the fire training facility will be a new 8,500 square-foot fire station. The \$1 million station will have 1,600 square feet of classroom space, 3 pull through apparatus bays, complete gear laundry and decontamination room, fitness room, kitchen, workshop and dormitory.

(Port Canaveral Directory 1998)

## Port of Seattle Hails Alliance's New Service

**P**ORT of Seattle officials has welcomed the New World Alliance's decision to launch a trans-Pacific route that will boost the Port's container volume and enhance Seattle's role as a gateway for Asian trade.

Steve Sewell, Managing Director of the Port's Marine Division, said the Alliance's announcement shows there's growing recognition among shippers that the Port of Seattle is an dependably efficient intermodal gateway into the U.S. market.

"This is very positive news," Sewell said. "We have the terminal and the capacity to handle this business, and we are building for long-term growth with our Alliance partners."

Sewell said the new Alliance service would result in a substantial increase in container cargo volumes this year, particularly during the peak summer shipping season.

The shipping group's move indicates a trend in Asian imports away from Southern California to Seattle, he said.

The Port's first-quarter waterborne trade figures show Seattle's market share of Asian container imports with the West Coast rose one percentage

point to 12.2 percent from 11.1 percent during the same period last year. By contrast, Southern California ports' market share of Asian imports fell 1.5 percentage points during the period, Sewell said.

The New World Alliance, a shipping group that includes APL, Hyundai Merchant Marine and Mitsui O.S.K. Lines, announced earlier that the three carriers will offer a new express service from Hong Kong, Taiwan and Southeast Asia to Seattle.

Beginning June 30, six fast, high-capacity containerships used in this service will call weekly at the Port of Seattle's newly expanded Terminal 5, which features 160 acres and a highly efficient on-dock rail operation, according to the Alliance.

"Alliance members noted that routing their Pacific South 1 service over the Port of Seattle's newly expanded Terminal 5 as the first port of call would open up opportunities for superior transit times to the U.S. Midwest and Northeast," Alliance officials said.

Port-to-port transit times include 10 days from Kaohsiung, Taiwan, to Seattle; 11 days from Hong Kong to Seattle; and 15 days from Singapore to Seattle.

## Giant Container Crane Returns to Seattle, Fixed

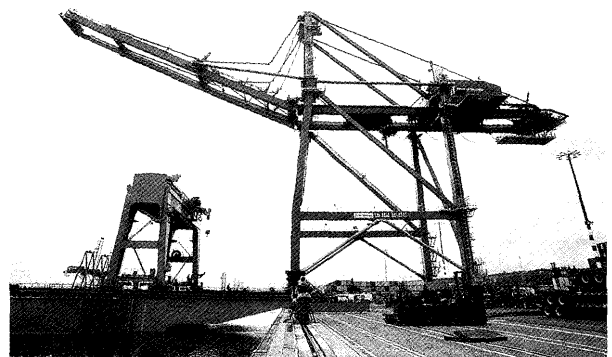
**A** new 1,100-ton container crane that arrived damaged from Japan after a stormy delivery trip last year and was sent back for repairs, has returned to its home at the Port of Seattle's Terminal 18 on Harbor Island.

The mammoth crane, which is known as a Super Post-Panamax crane because it can load and unload ships too large to pass through the Panama Canal, was unloaded in the first week of June. Bringing the fully built crane from ship to dock was a tedious 12-hour job somewhat analogous to moving an officer tower on tracks one inch at a time.

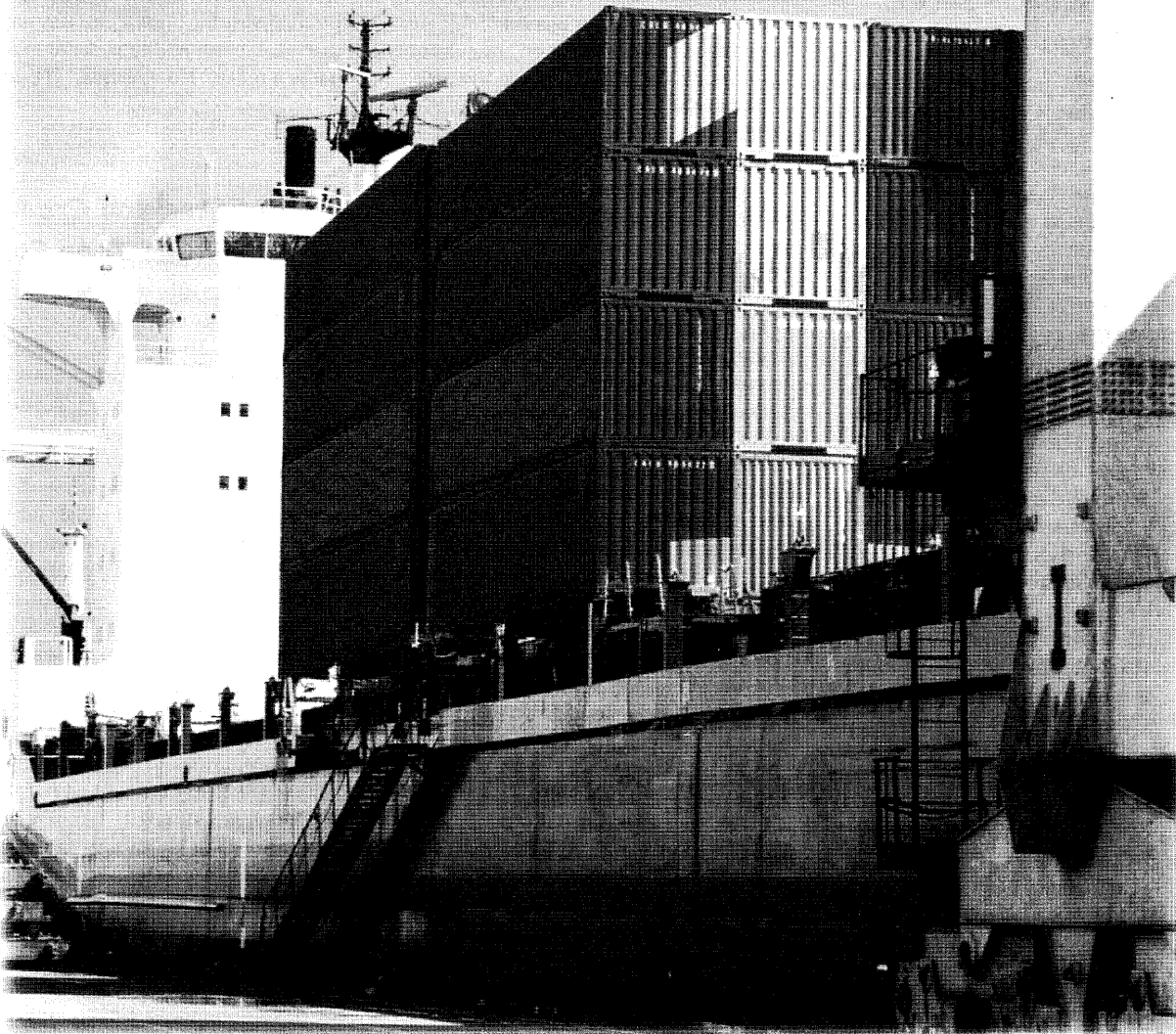
Built by Mitsubishi Heavy Industries of Hiroshima, the \$5.8 million crane is the third of its type for Terminal 18.

It will bring to 14 the number of cranes that can unload Post-Panamax ships, and will help expand the Port's capacity to offer low-cost and efficient service to shipping lines. The new crane is part of a \$300 million expansion of Terminal 18 scheduled to begin this fall.

Super Post-Panamax cranes stand 346 feet high with their booms fully raised – 100 feet higher than the top of Seattle's Kingdome sports stadium. Their 165 feet-long booms allow them to service ships with containers set 18 rows wide with additional capacity to go 20 rows wide.



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## Charleston Flex-gates Speed Cargo Flow

**F**LEX-GATES are here. In April flexible gate hours were instituted at the Port of Charleston's Wando-Welch Terminal, completing the transition to flex-gates at all container terminals. Under the new plan, terminal gates will be open from 7:00 am straight through to 6:00pm.

"This is a big step forward," said Steve Kemp, manager, operations processes. "The change has already shown tremendous improvement in moving the trucks and cargo through as fast as possible. The great thing is that now that we have flex-gates at all the terminals, the incremental improvements we have been making the last year or so in gates, yard operations and equipment are having a very clear and positive effect."

"I have to say it has really helped," said Stan Nutt of G&P Trucking in Charleston. "Right there at the end of the day, things always happen. Everybody's in a hurry to get things done. I think the extra time helps spread out traffic and avoids congestion especially at the end of the day and at lunch. It helps me get a little bit more work out of each man without having to add trucks."

In the new system, Port of Charleston personnel work in staggered shifts beginning at 7:00 am. Additional shifts report at 8:00 and 9:00 am. The schedule not only allows for 11 hours of gate operations, but it eliminates delays due to lunchtime bottlenecks since one shift is always on.

"The switch from straight gate time to flex-hours has been in the works for a long time," Kemp said. "We recognized, everyone recognized, the need for this kind of change several years ago. It doesn't just happen overnight. There are a lot of different waterfront groups that are affected by a major change like this. The hard part comes in when you start talking about the details, especially working through the financial implications. But, the important thing is that ultimately everyone here in the Charleston waterfront, including the ocean carriers, the motor carriers, and the ILA, worked through all that and came up with a plan that benefits everybody. Charleston is great that way. The carriers benefit, the unions benefit, the port benefits, the motor carriers benefit; but ultimately it is the importer/exporter that benefits by increased productivity. Their cargo is moving through faster than ever before. That's good for everybody."

The incremental improvements Kemp mentioned are the result of a sweeping

plan the port began implementing early last year. The port is approaching productivity improvements on three fronts: at dockside, in the yard, and in the gate.

Consistently topping 40 gross container moves per hour, Charleston already is super-efficient at working ships. In fact, new post-Panamax container cranes are on order to further boost the effort. That puts added pressure on the yard and the gate to keep up. In the last year, the port has added RTGs and toplifters, committed to the purchase of new container cranes, has implemented a new terminal organization plan, overhauled gate processes, and is pursuing a cutting-edge yard management system. That system, a three-year project, has already yielded many "quick-fixes", items identified as changes in procedure that could be implemented quickly to maximize productive capability.

None of this comes cheaply. As reported in previous issues of *Port News*, the port has spent \$27 million this year alone on new container handling equipment. The YMS is very expensive. Plus the port absorbs some of the costs of operating the flexible gates.

"Adding that flexibility at the gate has decreased out flexibility internally at the port," Kemp said. "We now have more overtime. We used to be able to shift workers to other functions when we needed them. Now all those workers are on different shifts. We need them right where they are, so we are spending more on overtime now than we were before because that organizational work still needs to be done. But, from our perspective, it is well worth it. I think just about

everyone feels that way. The increased productivity far outweighs the sacrifices that each party had to make to make flex-gates a reality. No question." (*Port News*)

## Port of Stockton Granted Foreign Trade Zone Status

**P**ORT Director Alexander Krygsman announced that the U.S. Department of Commerce Foreign Trade Zone Board granted the Port of Stockton Foreign Trade Zone status. The Port has been named Foreign Trade Zone number 231.

The Port will operate what is known as a "general purpose zone" with sites at the Port itself and Stockton Metropolitan Airport. The designation brings to Stockton and San Joaquin County another vital tool to provide businesses additional opportunities to participate in international trade. A Foreign Trade Zone operates as a public benefit to promote and attract international commerce and create jobs for U.S. Citizens. "There are many advantages and benefits," Krygsman notes, "among them is the ability to defer duties until the product is used or avoid tariffs on products that are re-exported."

"With this designation," Krygsman added, "the Port looks forward to serving the community by being a catalyst for development and economic expansion to attract businesses that require such Foreign Trade Zone benefit and services."

## Africa/Europe

### Antwerp Found to Be 4th Largest in the World

**T**HE Antwerp Municipal Port Authority's think-tank has calculated that Antwerp is currently the fourth-largest port in the world. In order to estimate the importance of a port within international trade flows, figures for seaborne international goods traffic were used, while excluding national maritime traffic.

As a result, ports with a great deal of internal traffic had a much lower score than expected. The base year is 1996, whereas the sources included the Navigation Data Center of the US Army

Corps of Engineers, the *Journal de la Marine Marchande* ("Les trafics des ports du monde", Dec 1997), as well as a variety of other publications, websites, and questionnaires sent out to various port authorities.

One of the problems centred on the discrepancy in the units used by ports in their goods handling figures, viz.



metric tons, long tons, short tons, harbour tons, freight tons, and revenue tons. In order to obtain an unbiased result, conversions were made based on tested methods. But what about the result? In terms of international traffic, Rotterdam is still the world's largest port, with Singapore being a close second.

At a small distance we find Hong Kong and Antwerp in third and fourth positions, respectively. For the purpose of the study goods handling quality was disregarded since it is impossible to distinguish bulk traffic flows (with a low added value) from unitised traffic and conventional general cargo (with a high added value) for a sufficient number of ports.

Anyhow, together with the volume of its seaborne goods traffic it is Antwerp's uniquely balanced mixture of traffic flows which makes it a major player in international trade.

*(Port News)*

## Another Successful Year For the Port of Tallinn

**T**HE joint stock company Port of Tallinn, the largest port of Estonia, finished the year 1997 with outstanding results proving that ports and trade are still one of the key branches of the country's economy.

The Port of Tallinn is one of Estonia's largest enterprises, which it self and through associated enterprises contributes approximately a fifth of the national gross product and plays a significant role in securing the economic development of the entire country. Founded at the beginning of the millennium, the Port of Tallinn has throughout its development influenced directly that of the city. Already by the end of the 14th century the Port of Tallinn had

become one of the most important ports of the Baltics and the symbol of Estonia's capital.

The entire port complex consists of two large commercial ports – the City Port, which is the main passenger port of Estonia and Muuga Port, the largest cargo port, and two smaller ones, Kopli and Paldiski ports. All the ports are navigable all the year round and are easily approachable with depths of up to 17 meters, which enables them to receive the vessels that can pass through the Danish Straits.

One of the first large state enterprises that was formed into a joint stock company, the Port of Tallinn is successfully completing the privatisation of its operations, thus becoming a classical landlord type of port. In 1997, the majority of the cargo handling was already being carried out by private operators while the Port Authority sustained the administrative functions.

Such a process also makes it possible to increase the volumes of cargo, improve the operating efficiency and dispel business risks

The Port of Tallinn completed the economic year of 1997 with a cargo turnover of over 17 million tons and a passenger turnover of over 4.8 million passengers. Both figures demonstrate a healthy growth with respective numbers in 1996 being 14.1 million tons and 4.3 million passengers. In 1997, oil products formed the largest part of the port's cargo flows. Proceeding from its stable development, the Port of Tallinn predicts a constant growth of cargo turnover, which by the year 2000 should reach 20 million tons.

Due to the Port of Tallinn's favorable location, transit trade forms a great part of cargo flows going through the Port. A major role in the transit trade in Estonia is played by Muuga Port, which handles 65% of the cargo volume of the Port of Tallinn.

In 1997, investments in the amount of EEK 221 million were mainly directed into the construction and reconstruction of infrastructure. Large-scale investments in the Port of Tallinn continue with the goal of developing it into a modern port which meets the contemporary demands and guarantees servicing of passengers and handling of cargo on a

competitive level. Yet another stage of reconstruction works will start in spring of 1998, as a result of which larger passenger vessels can be received at the port.

The activities of the Port of Tallinn, as well as its important role in the country's economy guarantee a deep national interest in carrying out all projects connected with sea and land transport, as well as transit trade.

The Port of Tallinn has realistic grounds to view the future with optimism.

## New Records in 1997 Finland Seaborne Trade

**S**EBORNE transports increased to record-breaking 75.2 million tons in 1997. This is an increase by 7 per cent from the previous year. The share of exports of the aggregate traffic was 36.2 million tons, including 2.9 million tons in transit. The volume of imports was 39.0 million tons, whereof 2.0 million tons in transit. Transit traffic increased by 16 per cent.

Passenger traffic between Finland and other countries amounted to 15.2 million passengers. The number of passengers increased by 8 per cent. Two thirds of the passengers travelled on the route to Sweden and one third on the Tallinn route.

With an aggregate traffic totaling 11.3 million tons, cargo traffic over the port of Helsinki climbed to a new record in 1997. The increase occurred in the key area of the Port of Helsinki, general cargo (10 per cent), whereas foreign and domestic bulk cargo remained at the level of the previous year.

The volume of general cargo traffic was 8.3 million tons. General cargo was transported almost exclusively as unitized cargo—containers, lorries, trailers, and roll trailers, etc. With a share of 50 per cent the port of Helsinki is the biggest container port in Finland. With 55 per cent of the traffic it is also the busiest truck and trailer ports.

The share of transit in general cargo traffic was 6 per cent, or a good 0.5 million tons.

Passenger traffic via the port of Helsinki went up. The number of passengers climbed to 8.1 million. Increases were posted both by the Stockholm routes (+2%) and the Tallinn routes (+12%).

In 1997, there was a total of more than 9,200 vessel visits, most of them visits by passenger ships.





In the beginning of 1997, the entire City of Helsinki altered its accounting according to the Accounting Act, where applicable. Already in 1995, the Port of Helsinki switched to this practice. The only items in the budget of the City which are binding for the Port of Helsinki are the yield on basic capital and the interest on a long-term loan and the repayment of the long-term loan. In 1997, the Port of Helsinki paid the City FIM 37.6 million in yield on basic capital, FIM 14.1 million in interest on the long-term loan and FIM 11.2 million in repayment.

The turnover of the financial year was FIM 403.0 million, a 21.6 million (5.7 p.c.) increase on the 1996 totals. In 1997, turnover was increased by growth in vessel, goods, and passenger traffic.

(Port of Helsinki: Report on Operations 1997)

## Nissinen New Managing Director, Port of Helsinki

**T**HE new Managing Director of the Port of Helsinki has gone to work. On April 14 Mr. Heikki Nissinen took over his responsible duties with great expectations: the Port of Helsinki, and all of sea transports, can look forward to demanding times, Mr. Nissinen stated when he took over.

Mr. Heikki Nissinen was formerly Technical Director of the Port, and he still leads the planning of the port project in Vuosaari beside his duties as Managing Director.

Mr. Aarno Ahti functions as Deputy Technical Director and Mr. Hannu Kärki as Deputy Construction Manager.

## Seawheel: New Express Service From Cork

**T**HE Port of Cork is pleased to announce the expansion of its impressive range of scheduled lift-on lift-off services to mainland Europe with the recent announcement by Seawheel Ireland of the introduction of a "Cork Express" service linking Cork with Rotterdam. The new Friday service arrives at Cork at 0800hrs and departs for Rotterdam at 2000hrs.

Ms. Janet Condon, General Manager Seawheel Ireland said that the new Cork Express service would operate exclusively between Cork and



Seen at launch of "Cork Express" Service are: (Left to Right) Mr. Pat Hession, Regional Sales Manager, Seawheel; Mr. Sean Geary, Deputy Chief Executive, Port of Cork; Capt. Lutz Jeske, Master, m.v. Traveberg; Mr. Pat Keenan, Chief Executive, Port of Cork; Ms. Valerie Linehan, Seawheel; Capt. Michael McCarthy, Deputy Harbour Master, Port of Cork.

Rotterdam and would offer Irish importers and exporters the fastest transit times to and from Continental Europe.

She said that the improved transit times would ensure Monday deliveries in Continental Europe for goods dispatched from Cork on Fridays and Friday deliveries in Ireland for goods shipped from Rotterdam on Wednesday evenings.

The new service is additional to Seawheel's long established and highly developed links between Cork and mainland Europe. Seawheel, a major European provider of door-to-door and feeder transshipment services, handles approximately 250,000 movements per annum and has a turnover in excess of £100 million stg.

In welcoming the new Express Service, the Port of Cork's Deputy Chief Executive Sean Geary said that this most recent announcement by Seawheel was a firm vote of confidence in the Port of Cork as the principle container port on the south coast of Ireland and it was further evidence of Seawheel's market driven approach to solving the logistical problems of its many shipping customers in Ireland and mainland Europe. The company operates three sailings per week from Cork to Rotterdam and its throughput has been growing steadily in recent times.

Last year the port's container throughput increased by 29% to 84,000 teu's while the trend has continued during the first four months of 1998 when a further increase of 27% was recorded. Mr. Geary said that the Port of Cork had recently placed an order for a new

gantry type container crane – further evidence of the port's commitment to the provision of first class facilities for its rapidly expanding customer base.

## Operators Interested in Sines Hub Port Plan

**T**HE port of Sines, 160 km south of Lisbon by road, was built 20 years ago as part of a major regional industrial development project that included an oil refinery, power plant, petrochemical complex and metalworking facilities.

The Port of Sines has unequalled potential for development as a large container terminal dedicated to new generation containerships with a capacity above 6,000 TEUs. This potential results from the port's privileged geostrategic position at the crossroads of the two main container routes, East-West and North-South, and its own special features.

General cargo is the target for the future. The aim is to transform Sines into a major transshipment hub for the next century, taking advantage of the port's naturally deep waters and its convenient location at the confluence of north-south and east-west trade routes.

The aim is to locate one or more investors/operators who would build the new container terminal on a Build-Operate-Transfer (BOT) basis; it may involve a single major carrier, who might use the port as their dedicated transshipment hub, a group of carriers or

dedicated port operators. If desired, the port authority would also be willing to enter as an investing partner, on the basis of a public/private partnership. Transshipment would be the port's main focus.

The first phase of the new hub port would see construction of a major new terminal area to the southeast of the existing port. It would have 600 m of continuous pier with a water depth of 16 m and a further 260 m with 12 m of water, allowing potentially for the simultaneous berthing of two 8,000 TEUs megacontainerships and a 1,500 TEUs feeder vessel. The first phase also envisages a 50 hectare terminal area and annual handling capacity of 600,000 TEUs per year. Construction cost, including the breakwater, is estimated at \$89 million, while equipment and other superstructure costs could add a further \$69 million, depending on the

needs of the eventual investor/operator.

A second phase would more than double that capacity, to 1.3 million TEUs per year, adding 320 m of berthing space at a depth of 16 m and an additional 30 hectares of yard space, and probably cost an additional \$60 million. This project is a diamond in the rough, whose brilliance is forseen only by those with the vision to anticipate its success.

This is the main reason why all the most important operators, such as P&O, Evergreen, Hyundai, Portuguese/Foreigner Consortia, PSA, ECT, Hutchinson Ports, etc., and now Mitsui Co. have sought details of "Terminal XXI" and/or visited Sines to check out all the key factors, integration and facilities which will transform this project of the future hub port container transshipment at Sines, Portugal, into one of the principal hub ports.

load facilities. It is meant to feature eight tracks for full-length trains, reducing the time and effort spent on marshalling the trains. The Port's view is that this facility should be able to handle not only port-related cargo, but other transport needs as well. This would increase the frequency in the railway service to and from the port, and, as a consequence, transport quality.

Roads leading to the port have a high standard to-day already. The Göteborg port vision includes only minor changes in road access, notably the construction of a new traffic roundabout providing a better and more centrally-located entrance to the Skandia and Älvsborg Harbours. To-day, the harbours receive their lorry traffic through more densely populated areas.

#### **And the money?**

The financial aspects of the realization of the port vision is a matter of recognizing the Port of Göteborg as a national asset. Over the years, the Port has been financing its investments from its own income and loans on commercial terms. Its role is more than local or regional, though, and this is the basis for the suggestion that a broader financial base might be considered for the Port's adaptation to future demands.

The enhancement of the fairways, for example, is a natural matter of interest for the Port as well as the National Administration of Shipping and Navigation. The Swedish National Rail Administration would have an interest in the Port's rail infrastructure, including the proposed rail terminal, as would the Swedish National Road Administration regarding the roads.

The Port's aim with the vision is to stimulate a discussion: what steps should be taken to ensure that Nordic trade and industry will be able to use the qualities of a direct deep-sea and intra-European port in future as they do to-day, but with higher volumes and at a quicker pace? A dialogue with the port users is a vital element in this work, and this process has already started.

### **Göteborg's Vision: More Space, Improved Access**

**T**HE Port of Göteborg, Scandinavia's leading port, has launched a vision of its role in the early 21st century and the resources needed to keep and develop its position as the deep-sea direct liner port of the Nordic area. The vision is not a plan, rather a platform for discussions with customers as well as local and national politicians.

The vision is being presented in view of development expectations for the port. An independent analysis suggests that the Port, which passed the 500,000 TEU mark last year, could well double its container traffic in ten-to-fifteen years as well as increase its roll on/roll off traffic from last year's 400,000 units in the same time.

The Port has been refining its facilities and tools for a long time. The number of berths and the operations and storage areas have been considered sufficient for the foreseeable future. In the light of the cargo development predictions, though, the Port management is now aware that the facilities have to be expanded.

The Port has a genuine 'interface' approach to the enhancement of the Port for the early 21st century. Not only does it sketch more berths and wider spaces for car go-handling, but it suggests new rail facilities, road improvements, and refinements to the fairways to the port.

#### **Added space, added berths**

Göteborg's special roll on/roll off facility, the Älvsborg Harbour, is thought to be expanded westwards over former shipyard premises. The addition should create some 250,000 square metres of land and four or five new berths. The cargoes to be handled here are ro/ro cargo and cars. Also, the present long quay at Älvsborg is to be rebuilt to include a 20-degree dent in the quay's profile, thereby making it possible to load a straight-stern-ramp vessel there.

The port's container facility, the Skandia Harbour, will concentrate on containers. The car import/export facility now housed there will be given better possibilities in the expansion areas.

In the extreme western parts of the port, a landfill can produce a port facility for system transports and cars. This development is at the far end of the vision's timespan.

#### **Improved access**

The fairways to the port will be deepened, if the Port company has its way. The southern entrance to the port should be deepened from 10 to 12.5 metres. The northern entrance, used by the larger tankers and container vessels, should have its inner part dredged from 13.5 to 15 metres (its outer depth is 20 metres, thought to be sufficient). Also, this fairway is to be straightened to increase its width.

A new rail terminal is suggested north of the Skandia and Älvsborg unit-

### **Fifth Year of Continued Growth for Port of London**

**T**RADE through the Port of London has grown for the fifth consecutive year with a 5.8% increase of three million tonnes during 1997, rising to 55.7 million tonnes (52.7

million - 1996).

In the 1997 Annual Report and Accounts for the Port of London Authority (PLA) just published, PLA Chairman Sir Brian Shaw says that what is particularly pleasing is that "this growth was right across the general commodity range and shared by large and small terminals alike."

Committed to helping the Port's terminal operators increase their business, Sir Brian says that last year the Authority budgeted to break even against a forecast of increased trade, having decided to hold conservancy charges at 1994 levels and to reduce pilotage charges which had remained unchanged since 1991. "Our aim is to contain our expenditure and, provided that the level of Port trade continues to grow, to absorb inflation so that PLA charges become a smaller and smaller part of total Port costs," he says.

"Within this overall policy, we continue to seek to remove anomalies and ease financial obstacles to attracting new traffic." Sir Brian says that besides keeping costs down, the PLA is concentrating investment on helping the commercial port with channel deepening, new vessel traffic systems and ensuring that the authority's fleet is up to date.

Sir Brian says the PLA welcomes the Government's proposals to integrate public transport in London and the initiative to bring Thames piers into London Transport's network, and he adds that the PLA is working closely with LT to ensure a smooth transfer of PLA's piers in 1999.

Paying tribute to the terminal operating companies who have invested £300 million in recent years, which compares very well with investment in other UK ports, PLA Chief Executive David Jeffery says: "Clearly new customers have been attracted to the Port by the investment of terminal operators in new infrastructure, equipment and facilities. The development of intermodal facilities has also been a major factor. Last year 69 of the Port's 84 operational terminals increased throughput."

On other achievements during the year, Sir Brian states that the PLA Board was delighted that at its first attempt, the Authority attained ISO 9002 certification by Lloyd's Register Quality Assurance for all its activities. On the international front, he considered it a great honour that the PLA was host to the highly successful 20th World Ports Conference of the International Association of Ports and Harbors, which attracted the port leaders from all over the world to London.

## Asia/Oceania

### Brisbane: HQ Relocation For Top-flight Service

**T**HE Port of Brisbane Corporation has re-enforced its commitment to provide top-flight customer service by relocating to purpose-built corporate headquarters at Fisherman Islands.

The decision to move the Corporation's head office from its city location has already attracted considerable business interest in the growing port region, and is expected to boost employment opportunities and economic growth in the area.

The new headquarters, officially opened by State Transport Minister Vaughan Johnson MLA, is the first step in the creation of a six hectare corporate business park.

The corporation is confident that strategically locating the building at Fisherman Islands will provide new opportunities to attract fresh business from related industries and port users.

Port of Brisbane Corporation Chairman Elizabeth Nosworthy said that the relocation was just one of a number of strategic initiatives presently under way which would strengthen the Port's international competitiveness.

"From our point of view it's all about providing the best possible service we can, and we have recently taken the lead in developing a number of business partnerships with customers whose interests are aligned with the port."

Ms Nosworthy said that a good example was the recent business alliance with international stevedoring giant Sea-Land. The deal gives Sea-Land priority use over the Port's newly completed wharf seven, opening up the possibilities for competition on the Brisbane waterfront.

Total trade through the Port of Brisbane reached a record 20,189,340 tonnes during the last financial year, an increase of 7.5% on the previous year.

Figures include an upswing in container growth of 9.3% at almost 273,000 boxes, and trade figures for the 1997/98 financial year are on track to produce another healthy increase over last year.

The Corporation's entire central business district staff has transferred to the new Port Office, with the focus on creating effective business units to deliver the service clients want and expect.

All business units are located on one floor of the purpose-built office, permitting a much greater level of integration and efficiency than was possible at the previous CBD location.

"At the end of the day, we really can't



expect our customers to come to Fisherman Islands if we're not 'on site' and readily accessible to help them further their business interests," Ms Nosworthy said. *(Portrait)*

### JN Port: 53,247 TEUs Thru 51 Vessels in May

**J**N Port handled in May '98, 53,247 TEUs, registering a growth of 26.71% over the traffic handled in May '97. This comprised 27,768 Export TEUs and 25,569 Import TEUs. In the last nine years since commissioning of the Port, this has been the second best performance.

The Port handled the largest number of 51 container vessels of which 22 were priority vessels which contributed to 74.86% of the throughput as against 81.18% in April '98. The berth occupancy was 63.50% registering a decrease of 27.22% over May '97. The gross berth productivity was 29.85 moves per hour registering a growth of 98.6% over the corresponding period in 1997.

The crane productivity was 16.31 moves per crane/hour. The average pre-berthing waiting time was 9.37 hours and the turnaround time was 1.12 days. The average output per ship berth day for priority vessels was 1,178.74 TEUs and 573.68 TEUs for non-priority vessels. The average parcel size for priority and non-priority vessels was 1,812 and 462 TEUs, respectively. ICD traffic constituted 27.74% of the throughput. CFS delivery within two days was 98.58% and within three days 99.87%.

On the bulk side, the Port handled 64,645 tonnes of fertiliser, 51,195 tonnes of foodgrains and 1,29,063 tonnes of liquid cargo, registering a decline of 64% as compared to May '97. The liquid cargo handling (1,29,063 tonnes) registered a growth of 54% over May '97 of which kerosene constituted 1,01,599 tonnes.

The total cargo handled by the Port in May '98 was 8,85,995.43 tonnes, registering a growth of 1.18% over the previous year.

## Ports of Auckland: Share Ownership Under Review

It is imperative that the commercial interests of the port are taken into account in any decision about the future of the Auckland Regional Services Trust, says the Ports of Auckland Chairman, Sir Richard Carter.

Speaking to financial analysts at the announcement of the port's half year results, Sir Richard called on the Government to put the business interests of the port first. The ARST has an 80% shareholding in Ports of Auckland.

The Government is currently reviewing the future of the ARST after it lost a move to hold a referendum on the issue. One option being debated is to reestablish the trust as an organisation that can fund infrastructure investments in the Auckland region. Another option is to distribute the port shares to electors or ratepayers. Local government organisations have lobbied to control the assets of the ARST.

In addition to the 80% shareholding in Ports of Auckland, the ARST wholly owns the Auckland city bus company, the Yellow Bus Company, and the regional water and sewage treatment operation, Watercare Services. Its assets are estimated to be worth over \$1.5 billion.

Sir Richard said, whoever owned its shares, the port must be able to operate commercially.

"A return to the days of political ownership and interference in the operation and management of the port would be entirely counter-productive to the interests of port users and would inevitably lead to higher costs for consumers.

"The performance of this company is admired around the world because there are few ports anywhere that have done better. We must be careful not to compromise those achievements."

Sir Richard said he believed that the interests of shareholders and port users would be best served if more shares in the company were available to be publicly traded. *(Vital Link)*

## Oil Rig Refurbishment, Heavy Lifts at Taranaki

PORT Taranaki has been the site for a number of special engineering projects and heavy lifts and an exciting oil rig refurbishment was the latest major undertaking at the Port.

In a first for New Zealand, Taranaki engineering firms Tasman Oil Tools, Kiwi Oilfield Services and Richmond Industries won a \$25 million contract to refurbish the former Maui B rig for United

States-based contractor Pan International.

Pan International was working for the China National Offshore Oil Company which plans to use the rig to bring natural gas to Shanghai.

The engineering firms carried out much of the refurbishment programme at Westgate's Blyde Wharf, and Westgate cranes and forklifts were also used for much of the heavy lifting involved.

"The Blyde Wharf venue proved to be perfect for the project.

"There was plenty of space for this major project and the access to Westgate's lifting equipment also helped," said Murray Winks.

The refurbished rig was loaded in modules on to the Jumbo Shipping vessel Fairmast using heavy lift equipment and shipped to South Korea, where it will be transferred to barges and taken to the off-shore Ping Hu project near Shanghai. *(Westgate News)*

## Tauranga Facilitates Kiwifruit Container Trade

THE development of the Port of Tauranga's container facilities at Sulphur Point has made it more effective for Zespri International to ship kiwifruit containers from the Bay of Plenty, says Zespri International Global Operations Director Peter Bull.

About 15% of Zespri International's exports leave the country in containers and Mr Bull says the Port of Tauranga's container terminal has facilitated container movements from this region.

"The Port's investment in Sulphur Point has made it more effective for Zespri to ship product from Tauranga," he says.

"We applaud that investment, as it lessens the need to truck product to Auckland."

The kiwifruit export season began before Easter this year, slightly earlier than usual, and runs through to the end of December. Mr Bull predicts the season will be similar to last year's, with about 55 million trays leaving New Zealand. About 80% of these exports, or 50 shipments, will be from the Port of Tauranga.

Mr Bull says containers are preferred for smaller markets, such as Taiwan and South East Asia where Zespri International does not store inventory onshore. He expects more than 1,000 containers of kiwifruit will be exported this year.

"Traditionally, we tend to graduate to charter shipping services which carry the kiwifruit in bulk once markets start to

expand.

"However, now containers are cost effective to other markets and are also important for our emerging markets. Sulphur Point has enhanced the elements of our distribution mix."

The Port of Tauranga has recently completed development of its container aggregation and distribution centre on its Tauranga wharves.

Port of Tauranga Commercial Manager Graeme Marshall says the technology and equipment at Sulphur Point makes it one of the most automated in the region.

"Sulphur Point, and the Tauranga Terminal operation run by the Port of Tauranga, incorporates several unique features which will deliver high quality service at very competitive rates," he says.

"This improves customers' productivity by offering a wider range of logistical choices and reducing ship and truck turnaround at the terminal."

## Fuzhou Port - PSA's 2nd Port Venture in China

FUZHOU Port, PSA Corporation's second port venture in China has commenced operations on 1 May 98. This joint venture (JV) is to manage and operate the existing container terminals at Qingzhou and Taijiang and to develop and manage a new deep-water container terminal outside the Min river. Qingzhou has 2 berths with 435 metres of wharf length, with another 84 metres to be added on later this year. Taijiang has 2 barge berths, with 156 metres of wharf length and 4 hectares of yard area.

Mr Khoo Teng Chye, Group President, PSA Corporation said, "Fuzhou Port is PSA's second container terminal to go operational in China, following the success of Dalian. It is the common vision of PSA and the Fuzhou Port Authority to develop Fuzhou into an advanced and efficient container port to serve the rapid economic and industrial growth in South China. With our experience at Dalian, we believe that by working closely together, this joint venture will be a success".

Mr Yen Zhen, Port Director, Fuzhou Port Authority said, "FPA is honoured to partner and work together with PSA Corporation. Just like any new joint venture projects, this joint venture will face many challenges ahead. We are committed to work closely with PSA to make Fuzhou an efficient port serving South China. I wish to express my gratitude to the China ministries for their support and encouragement for this Joint Venture".

Fuzhou Port has achieved robust

growth in container and cargo throughput since the economic reform and liberalisation of China. Container throughput for 1997 grew by 27% over 1996, reaching 224,780 TEUs. This growth is projected to reach 1/2 million TEUs by year 2000. Cargo throughput for 1997 reached 13.70 million tonnes, a growth of 9.8% over 1996. The consistent growth in container throughput over the years has earned Fuzhou a place in the top 10 ports in China. Fuzhou is also one of the 2 ports approved by the Central government for cross-Straits shipping.

PSA Corporation is investing in this project through its wholly owned subsidiary Sealion Huanan Pte Ltd. In April 97, PSA signed a contract with the FPA to form joint venture companies for this port project. The other partner is a Hong Kong based company, Ranki Development. PSA's relationship with the FPA began in 1993 when CWT Distribution Ltd, PSA's associated company formed a joint venture with FPA to own and operate a container storage transportation and distribution in Fuzhou. In 1994, the Fuzhou Harbour CWT Co Ltd commenced operations.

### **New Bunker Quality Inspection System by MPA**

**T**HE Maritime and Port Authority of Singapore (MPA) will be introducing a new Bunker Quality Inspection System (BQIS) with effect from 1 Apr 98. This system of stringent checks and measures to ensure the high quality of bunkers supplied within the Singapore port waters will help safeguard the interest of port users. First announced by Mr Mah Bow Tan, Minister for Communications, at the joint opening of SIBCON 98 (Singapore International Bunkering Conference) and SINGAPORT 98 on 24 Mar, the move will further enhance Singapore as a premier global bunkering port.

Under the BQIS, MPA Port Inspectors will conduct spot checks on bunker tankers and observe their bunkering operations. Details including the name of the vessel taking bunkers must be furnished by the bunker tanker's Cargo Officer when Port Inspectors make their rounds. The Port Inspectors will also request for a copy of the Bunker Delivery Receipt (BDR) that has been duly signed by the Chief Engineer of the bunker receiving vessel and the Cargo Officer of the bunker tanker. Following that, a one-litre sample will be obtained from the 'representative sample' collected during the bunkering operation.

To ensure that the bunker sample collected is not tampered with, Port Inspectors will be present to witness the sealing of the sample.

The sampling processes will be in accordance with the procedure laid down in CP:60, the Singapore Standard for governing the practices of bunker suppliers and bunker craft operators here. This was established by the Singapore Productivity and Standards Board.

The 'representative sample' will be brought back to MPA for testing by an appointed laboratory to check if it conforms to the ISO 8217:1996 specifications. The MPA appointed laboratory is accredited under the ISO/IEC Guide 25 and the test methods adopted will conform to the ISO test methods as specified in the ISO 8217:1996.

MPA will inform the bunker suppliers concerned the name of the appointed laboratory and the date and location of the testing for the sample. The bunker suppliers will be invited to witness the seal-breaking process of the one-litre sample at the laboratory. Test results will show if the 'representative sample' conforms to the ISO 8217:1996's specifications. Depending on the severity of the non-conformity, appropriate actions will be considered by the MPA. These include warnings, suspension and cancellation of the Bunker Supplier's License.

### **PSA Fetes Opening of Voltri Terminal Europa**

**S**INGAPORE'S PSA Corporation celebrated the official opening of the Voltri Terminal Europa (VTE), its first European port project, at a ceremony held at the terminal's new "International Building" on 25 May 98 in Genoa, Italy. The terminal was opened by Dr Yeo Ning Hong, Chairman of PSA Corporation and accompanied by Mr Cirillo Orlandi, Managing Director, VTE.

The opening ceremony saw a gathering of 200 dignitaries and guests from Genoa's city leaders, the port authorities, and the shipping community. Dr Yeo Ning Hong, Chairman of PSA Corporation unveiled a plaque to symbolise the opening of the terminal and a new administrative office (International Building) at the site.

The official opening of VTE initiated PSA's involvement in the management, operations and development of the terminal. PSA Corporation is planning to further develop and expand VTE by adding more berths and stacking yards, and to also implement an advanced IT system.

In addition to increasing the number of container-handling equipment, more people will be recruited to manage the operations in the terminal. PSA is contributing its experience and a dedicated team to speed up the development in the terminal and its distripark.

VTE started container operations in 1994 with 4 quay cranes and a wharf length of 500 metres. Since then, another 4 quay crane and 700 metres of wharf length have been added. An additional wharf length of 200 metres and another 4 quay cranes are expected to come on stream by the year 2000. From handling a throughput of 60,000 containers in 1994, VTE's container throughput for 1997 reached more than 550,000 TEUs. The container throughput for 1998 is expected to be more than 700,000 TEUs.

"We are very happy to be here today to officially launch the Voltri Terminal Europa in Genoa. PSA is committed to share its experience in multi-million-TEU container operation, and transfer our technology and operational know-how to our Italian operation. We believe that with our wide network of business associates and customers, VTE will be able to leapfrog into the league of container terminals handling multi-million TEUs. With the support from the Genoa Port Authority and the dedication of our Italian staff, we are confident that VTE will become a premier port not only in Italy but also in the Mediterranean," said Dr Yeo Ning Hong, Chairman, PSA Corporation Ltd.

Mr Giuliano Gallanti, President, Genoa Port Authority, said, "Genoa is pleased to welcome PSA Corporation into our community. We are confident that PSA's involvement and presence will further raise the maritime status of Genoa in Italy and realise our goal of making Genoa into an international port of call. We will continue to provide support to PSA Corporation in making VTE a global success."

Earlier in the morning, Dr Yeo Ning Hong received the Lease Concession for VTE from Mr Giuliano Gallanti, President of Genoa Port Authority (GPA), at a welcoming reception at GPA's Headquarters. The concession sealed the agreement between PSA and the FIAT Group, from which PSA purchased a majority equity stake in Sinport, the holding company for VTE. The concession gives to VTE the right to manage and operate the terminal for 60 years.

Mr Claudio Burlando, Minister of Transport, Italy, was also present to witness the event. Dr Yeo met up with the members of the port authority and city leaders of Genoa after the ceremony.



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