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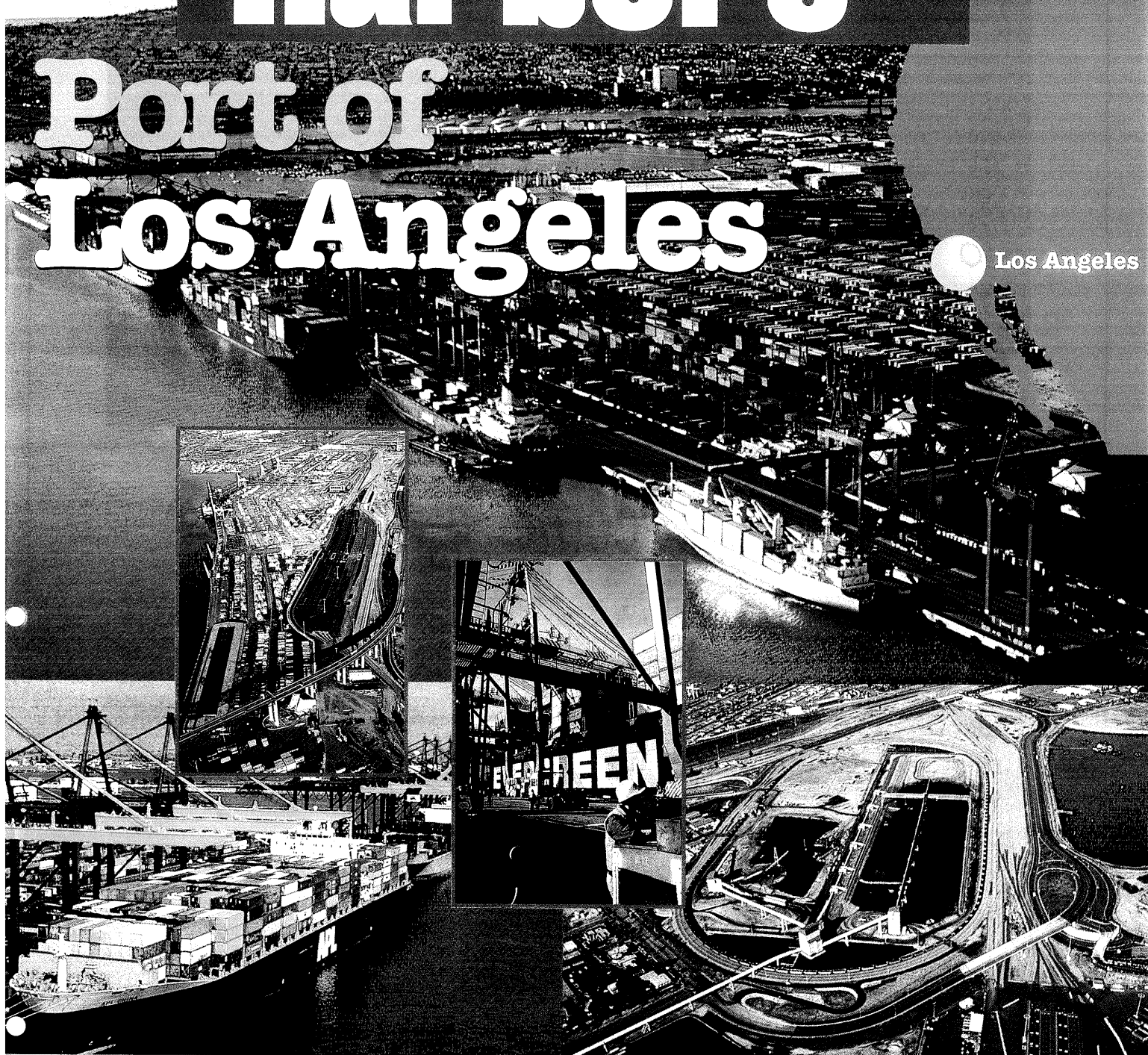
Ports & Harbors

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Port of Los Angeles

Los Angeles



Inside:

- Strategic Planning Work Group Of IAPH 2000 Meets in London • Talks Held on Change of IAPH Representation Officer • International Conventions Impacting on Ports and Port Operations • Long Beach : \$545.3 Million Budget for 1998-1999
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- Differentiated Port Dues Valid at Helsingborg • PSA : Joint Venture Mega Depot Operation
- Laem Chabang Port : New Economic Gateway

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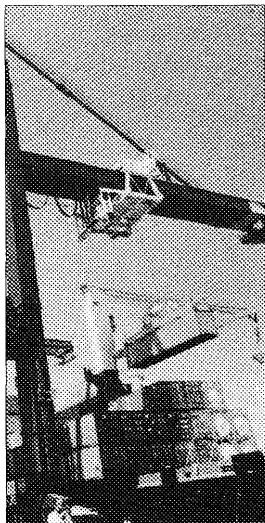
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IAPH ANNOUNCEMENTS AND NEWS

Strategic Planning Work Group Of IAPH 2000 Meets in London



Picture taken at the PLA Conference Room : L to R: Mr. Hugh Welsh, Mr. John Hirst, Mr. David Bellefontaine, Mr. Pieter Struijs, Mr. Patrick Keenan, Mr. Thomas Kornegay, Mr. George Murchison, and Mr. James R. Brennan (Picture taken by R. Kondoh)

ON 24 and 25 June 1998, at the courtesy extended by Mr. David Jeffery, Port of London Authority, and on the initiative of Mr. David Bellefontaine, the meeting of the Strategic Planning Work Group of the IAPH 2000 Special Task Force was held. Present to the meeting were:

Mr. David Bellefontaine, Exco Member (Port of Halifax, Canada)
Mr. James R. Brennan, Principal Mercer Management Consulting Inc., U.S.A., as Facilitator
Mr. Pieter Struijs, 3rd Vice President (Port of Rotterdam, the Netherlands)
Mr. Hugh Welsh, Chairman,

Constitution and By-Laws Committee (Port Authority of New York and New Jersey, U.S.A.)

Mr. George Murchison, Chairman, Finance Committee (Port of Long Beach, U.S.A.)

Mr. Patrick Keenan, Exco Member (Port of Cork, Ireland)

Mr. Thomas Kornegay, Exco Member (Port of Houston, U.S.A.)

Mr. John Hirst (Association of Australian Ports and Marine Authorities), and

Mr. Rinnosuke Kondoh, IAPH Head Office

The meeting was facilitated by Mr. James R. Brennan, Principal, Mercer Management Consulting Inc. (Washington, D.C.). The facilitation meeting is a kind of brainstorming session under the facilitator's neutral professional guidance and summing up, leaving no stone unturned in terms of IAPH's organization and its activities.

The Strategic Planning Work Group (SPWG), according to Chairman Bellefontaine's proposal, will observe the process of strategic planning as follows:

- Week of July 13-17: Receipt of Brennan's Draft Report
- Week of July 20-24: Copies of Brennan's report to SPWG for comments on the draft
- August 7: Deadline for receipt of SPWG comments on the draft
- Week of August 10-14: Chairman to incorporate comments from members into the draft report
- August 17: SPWG members to receive revised draft report
- August 31: Deadline for comments from SPWG on revised report
- Week of September 1-4: Chairman to incorporate comments from SPWG members on revised draft report and prepare final draft report
- September 18: Deadline for final draft report to be forwarded to IAPH Officers. Copies also to be forwarded to SPWG

Though subject to further decision to be taken by the Officers, Chairman Bellefontaine suggested that the SPWG might meet in New York in the first part of December.

Picture taken on board the "Royal Nore", the official launch of PLA, on the occasion of the port inspection cruise held on 24 June 1998 at the courtesy of the Port of London Authority.



L to R: Mr. T. Kornegay, Mrs. Judith Adams, Mr. J. Hirst, Mrs. Margret Jeffery, Mr. Pat Keenan, Mr. Hugh Welsh, Mr. Christopher Jeffery



L to R: Mr. George Murchison, Mrs. Barbara Hirst, Mr. David Bellefontaine, Mr. David Jeffery, Mr. Geoff Adam, Capt. Peter Bush, Captain of the Royal Nore (Picture taken by R. Kondoh)

IAPH/IMO Interface Group Meets in Rotterdam

Report by R. Kondoh, Head Office

ON Tuesday, 23 June 1998, I attended a Group meeting held in the offices of the Port of Rotterdam, chaired initially by Mr. A.J. Smith, our Representative in Europe/Africa, and subsequently by Mr. Pieter Struijs, IAPH's 3rd Vice President.

Representatives from each of IAPH's regions were present to consider the positions to be taken by IAPH on some important port-related matters which featured on the agenda of IMO meetings in the next five months. These included:

Reception Facilities for Ships' Waste: Questions have arisen about the ade-



Picture at the office room

From L to R: Mr. J. Hirst, Mr. Alex Smith, Mr. Alexander Krygsman, Mr. Bernard Coloby, Mrs. Pamela Le Garrec, Mr. Peter van der Kluit and Mr. R. Kondoh

quacy and/or availability of port reception facilities. It has therefore been felt to be necessary to restate IAPH's belief that Governments which are signatories to the MARPOL 73/78 Convention have primary responsibility for ensuring the availability and adequacy of reception facilities at ports. Complaints should be addressed locally in the first instance and thereafter if necessary by the Port State. The full position paper will be circulated to members.

Harmful Aquatic Organisms in Ballast Water: IAPH's previously circulated position paper will be refined after analysis of responses to a questionnaire on the subject at the end of July. A paper is also under preparation setting

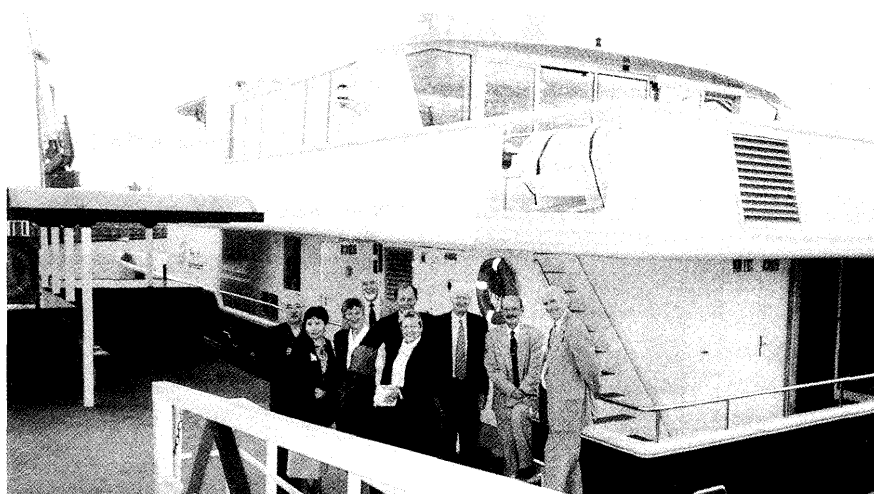
out IAPH's views on draft regulations and a code relating to a possible new Annex to MARPOL 73/78

Compulsory Insurance: The subject matter is integral to the three main items on the agenda of IMO's Legal Committee, namely, the Provision of Financial Security, Pollution from Ships' Bunkers, and a draft Wreck Removal Convention. In a paper targeting Pollution from Ships' Bunkers, IAPH has voiced its support of those States which are pressing for a stand-alone Convention which would require, inter alia, that ships have insurance coverage of their potential liabilities for damage caused. The paper will be circulated to members.

Training and Certification of Maritime Pilots: The Group have agreed to ask the Marine Operations Committee to develop a position paper on the subject from a port perspective.

Vessel Traffic Services in Ports: Guidance is being prepared for the management of both small and large ports to facilitate decision-taking on the level of services to be provided appropriately to respective ports.

Separately, the Group noted that 1998 was the 50th Anniversary Year of the founding of IMO. A congratulatory letter would be sent to IMO's Secretary General by the IAPH Secretary General.



Picture in front of the Official Launch for port inspection tour

From L to R: Mr. R. Kondoh, Mrs. Krygsman, Mrs. Struijs, Mr. Krygsman, Mr. Struijs, Mrs. Van der Kluit, Mr. Mike Compton of PSO, Mr. van der Kluit and Mr. A.J. Smith

Talks Held on Change of IAPH Representation Officer

MR. Rinnosuke Kondoh, Dy. Secretary General, visited the Marine Safety Rotterdam (MSR), on Monday, 22 June 1998, accompanied by Mr. Peter van der Kluit, Shipping Directorate of the Port of Rotterdam, to meet with Mr. Henk Regelink, General Manager, and Mr. Bob J. Kop, Controller, MSR, to exchange views on the planned shifting of the office of IAPH Representation in Europe and the planned engagement of an agreement on representation from July 1999.

Since 1981, Mr. Alex J. Smith has been acting as the IAPH representative in Europe and Liaison Officer with IMO, under the auspices of the IAPH/BPA Agreement on Representation entered between IAPH and the British Ports Association. The spirit of the Agreement is to entrust the IAPH's representational work in Europe with the individual (Mr. Alex J. Smith) but under the overall administration and control of BPA in all respects involving his employment. As is well known by members, the range of IAPH's liaison work in Europe (in particular, London which

is indeed a central location of the maritime affairs on a global context) has been greatly enhanced by the Agreement as has the status of IAPH among the maritime industries at large. Mr. Alex Smith has decided to step down from his role in the Agreement with effect from the 1999 Kuala Lumpur Conference.

The Executive Committee, convened in New Orleans in May 1998, decided to name Mr. Peter van der Kluit to succeed Mr. Smith to act as the IAPH representative in Europe. Supporting the nomination of Mr. van der Kluit, the Port of Rotterdam further named the Marine Safety Rotterdam to act as the host for the representation work to be carried out by Mr. van der Kluit. And, the Head Office was instructed to take all necessary steps to sustain such representation services for the coming years.

The meeting with the MSR officials proved to be very productive and fruitful. Later on, Mr. Kondoh had a meeting with Mr. Pieter Struijs, and Mr. A.J. Smith, who were attending the IAPH/IMO Interface Group meeting in

Rotterdam held on Monday afternoon and Tuesday, 22 and 23 June at the Port of Rotterdam. The matter was further discussed by the three in London. In short, it was agreed by the three that the new arrangement should in principle follow the spirit and precedent of the IAPH/BPA Agreement.

The points thus agreed upon are that of: (1) the new arrangement with MSR shall become effective on 1 July 1998 when the IAPH/BPA Agreement shall end, and (2) as an interim measure Mr. Peter van der Kluit will shadow Mr. Smith from 1 December 1998 till 30 June 1999.

Separately, and for a limited period until a projected 2nd African Ports Seminar to be held in 2000, Mr. Alex Smith will act as IAPH representative for the specially designated liaison activities linked to the development of African ports.

Mr. R. Kondoh, availing himself of the opportunity to be in London, met with Mr. David Whitehead, Director of BPA, on Monday, 29 June 1998, explaining the situation thus developed, noting with thanks to him and BPA of the successful and prospering relationships created between BPA and IAPH almost over the last two decades. Mr. Whitehead accepted the explanation and assured that BPA will be prepared to continuously extend its support for the planned contract for the specific representation work to be undertaken by Mr. Alex J. Smith.

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Questionnaire on port's organization

INSTITUTIONAL Reform Working Group (Chair: Mr. Malcolm Ravenscroft) of the IAPH 2000 Special Task Force has circulated a questionnaire and asked the members to inform various institutional aspects surrounding each member with a view to structural changes incorporated, and further their comments on the evaluation of the services provided by the Association. The closing date for the entry of the return was set for 31 July 1998.

**IAPH 2000 Task Force
Institutional Reform Working Group
Questionnaire to All IAPH Regular Members
June 1998**

1. Contact Details

Name of Your Organization:

.....

Name of Port:

.....

Country:

.....

Contact Name:

.....

Phone Number:

.....

Fax Number:

.....

E-Mail Address:

.....

2. Your Organization

2-1 Type of Organization

- Internal Department of Government: YES ☐ NO ☐
- Public Agency/Corporation
established by Government: YES ☐ NO ☐
- Private Company: YES ☐ NO ☐
- If a Private Company, does Government have a shareholding?:
YES ☐ NO ☐
- If so, what share? (%) %

2-2 Development

- Has your Organization/shareholding
changed within last five years? YES ☐ NO ☐
- Will Organization/shareholding change
within next two years? YES ☐ NO ☐
- Please briefly outline recent and/or expected changes.

.....
.....
.....
.....

2-3 Management

- Does your Organization have its own
Governing Board/ Assembly? YES ☐ NO ☐
- How many Board/ Assembly members? persons
- Whom does the Board/Assembly Report to? (Please describe)

.....
.....
.....

IAPH ANNOUNCEMENTS & NEWS

• Who appoints the Chief Executive Officer?

Harbour Master

YES ☐ NO ☐

Dredging

YES ☐ NO ☐

Pilotage

YES ☐ NO ☐

Stevedoring/cargo handling at

- Container terminals

YES ☐ NO ☐

- Bulk terminals

YES ☐ NO ☐

- Other

YES ☐ NO ☐

• Does the Board produce an annual report:

YES ☐ NO ☐

• Is this freely available?

YES ☐ NO ☐

2-4 Assets

• In your Port who owns the following assets?

	Own	Other private organization	Other private company
Breakwater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access channel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Container terminal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Land</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Wharf</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Cranes</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bulk terminal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Land</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Wharf</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Loading/Unloading Equipment</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General cargo terminal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Land</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Wharf</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Cranes</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2-5 Other comments

.....

.....

.....

.....

3. Port operations

3-1 Services

• Does your Organization directly provide any of the following?

Navigational Aids

YES ☐ NO ☐

• Are any of the following activities undertaken by Private Companies other than your Organization?

Navigational Aids

YES ☐ NO ☐

Harbour Master

YES ☐ NO ☐

Dredging

YES ☐ NO ☐

Pilotage

YES ☐ NO ☐

Stevedoring/cargo handling at

- Container terminals

YES ☐ NO ☐

- Bulk terminals

YES ☐ NO ☐

- Other

YES ☐ NO ☐

Towage

YES ☐ NO ☐

Warehousing

YES ☐ NO ☐

Ships Agency

YES ☐ NO ☐

Land Transport

YES ☐ NO ☐

Shipping

YES ☐ NO ☐

Port Information Services

YES ☐ NO ☐

Consultancy (Engineering, Management,

Operations, Training, etc.)

YES ☐ NO ☐

• Are any of these private companies affiliated with your Organization?

YES ☐ NO ☐

- If so, please provide name(s) and Service(s).

.....

.....

.....

.....

- If any of the organizations within the Port are interested in joining IAPH, please provide contact details:

Name of organization:.....

Contact name:.....

Telephone:.....

Fax:.....

E-mail address:.....

3-2 Development

- Has the use of Private Companies changed within the last five years? YES ☐ NO ☐

- Do you think there will be further changes within the next two years? YES ☐ NO ☐

- Please briefly outline recent and/or expected changes.

.....

.....

.....

.....

3-3 Other comments

.....

.....

4. General

4.1 Have you any general comments on IAPH, its Technical Committees or its services to members?

.....

.....

.....

.....

.....

.....

4-2 Do you feel IAPH meets your existing and anticipated needs?

YES ☐ NO ☐

4-3 Please explain.

.....

.....

.....

.....

.....

.....

5. Additional information

5-1 IAPH is most grateful for your completing this questionnaire. In the unlikely event that we wish to discuss your comments in more detail, may we contact you?

YES ☐ NO ☐

5-2 On completion, please return

To: Malcolm Ravenscroft

IAPH 2000 Task Force

Fax: 44-171-430-2692

E-Mail: mravenscroft@abports.co.uk

Many Thanks.

Questionnaire on Ballast Water Management

THE issues have been on the agenda of the IAPH/IMO Interface Group for some time. The questionnaire, originally prepared by the IMO with a view to be addressed to the port state authority responsible for the MARPOL or signatories of the Convention. The objective of running of the questionnaire is twofold. One is to learn about the existing approaches taken by the member organization respectively so that the situation be reflected in the stances to be taken by IAPH via IAPH/IMO Interface Group as well as the IAPH Liaison Officer with IMO and second but more importantly to ask the members to refer the matter to the respective authorities or agencies for their taking official stances on the matter. The closing date for the entry of return was set for 24 July 1998.

Introduction

In 1991 the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) adopted Guidelines for Preventing the Introduction of Unwanted Organisms and Pathogens from Ships' Ballast Water and Sediment Discharges.

In 1992, the United Nations Conference on Environment and Development (UNCED) requested IMO to consider the adoption of appropriate, i.e., legally binding, rules on ballast water discharge to prevent the spread of non-indigenous organisms. The eighteenth IMO Assembly in 1993, noting that the above MEPC Guidelines had been used only by a very few countries, and that the uncontrolled discharge of ballast water containing aquatic organisms remained a major international problem which has continuously worsened, adopted the MEPC Guidelines through Assembly resolution A.774(18), thus emphasizing the importance of this matter. The resolution requested the Marine Environment Protection Committee (MEPC) and the Maritime Safety Committee (MSC) to keep the guidelines set out in the resolution under review, "with a view to further developing the guidelines as a basis for a new Annex to MARPOL 73/78", i.e., to develop internationally applicable legally binding provisions as part of the MARPOL 73/78 Convention.

In 1994 MEPC started to prepare legally binding provisions together with guidelines that should advise IMO Member States on the effective implementation of the regulations. In addition, MEPC prepared the text of a new Assembly resolution on Guidelines for the Control and Management of Ships' Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens, which was adopted by the IMO Assembly at its twentieth session in 1997 as resolution A.868(20). In carrying out the above work, MEPC noted that in a number of countries unilateral action had been taken by individual IMO Member States in the form of requirements adopted with a view to minimizing the risks of introducing aquatic organisms and pathogens with ballast water and associated sediments discharged from ships.

In the light of the above situation, IMO is increasingly being requested to provide information on requirements concerning ballast water control practices developed by individual countries or port authorities. It is the purpose of this questionnaire to collect such information, to have this evaluated by MEPC and to distribute the results of such an evaluation to all Member States.

BALLAST WATER QUESTIONNAIRE

A. General

- 1 List major ports which are visited by ships in the course of their international voyages and where ballast water is discharged:
- 2 Number of visits made per year by ships in the course of their international voyages in each of these ports:
- 3 Country of origin (country, region, port) and amounts of ballast water discharged annually. When answering, please prioritize the list of ports by tonnage of ballast water received and the countries where the largest quantities of ballast water come from:

B. Ballast Water Management and Control Measures

- 1 Does your country apply ballast water control measures based on guidance provided by IMO¹ to minimize the risk of introducing harmful aquatic organisms and pathogens for:
 - (a) selected ports? Yes/No²
 - (b) all ports and waters under national jurisdiction Yes/No*

* Delete as appropriate

¹ IMO resolution A.774(18) and/or A.868(2)

² If "yes", please list ports

- 2 Do your national control measures apply to:
 - (a) all ships? Yes/No*
 - (b) specific ship types? Yes/No*

If "yes", please list exemptions:

(c) any ballast water amount per ship? Yes/No*

If "no", please note exempt limits:

(d) only ballast water originating from defined countries, ports, regions? Yes/No*

If "yes", please attach outline or principles of relevant risk analysis.

3 (a) Are the above control measures supported or enforced through national legislation? Yes/No*

If "yes", please note title and year of relevant act, ordinance, decree, etc.

3 (b) Are any or all aspects of ballast water management control measures mandatory in your country, region or port?

Yes/No*

If "yes", list mandatory measures in regions and ports to which they apply.

4 Do the measures applied in your country:

(a) accept all ballast water management options set out in the guidance provided by IMO?³ Yes/No*

If "no", please note restrictions:
.....
.....

3 IMO resolutions A.774(18) and/or A.868(2)

(b) accept additional ballast water options?

If "yes", please indicate alternatives that are acceptable:
.....
.....

(c) include any specific measures which must be undertaken if en route management or treatment was not possible?

(d) require any specific reporting procedures? Yes/No*

If "yes", please indicate alternatives that are acceptable:
.....
.....

5 Are national ballast water control measures based on:

(a) examination of records and log? Yes/No*

(b) visual inspection of ballast tanks? Yes/No*

(c) ballast water sampling, in situ measurements and/or laboratory analyzes? Yes/No*

6 Please note the location and capacities of any facilities for the reception, treatment or safe disposal of ballast water and sediments
.....
.....

7 Please indicate name and address of your national control authority for ballast water management
.....
.....

8 Provide addresses (including e-mail, fax) of other national focal points (institutions, departments) through which information on national requirements concerning ballast water management may be obtained
.....
.....

C. Introductions of aquatic species, their impacts and counter measures

1 Are introductions known to have occurred in your country involving harmful aquatic species:

(a) through maritime shipping (e.g., ballast water discharges, fouling on ships' hulls)? Yes/No*⁴

(b) with aquaculture or as ornamental products? Yes/No*

2 (a) Has the degree of impact been evaluated? Yes/No*

2 (b) If "yes" to 2(a) above, what is the degree of impact evaluated in regard to:

(i) human health, ecosystem, biodiversity? slight/medium/serious*

(ii) economics, e.g., through effects on aquaculture, tourism, industrial uses of water, etc.? (please indicate estimated annual cost in US\$) US\$

3 Have measures been taken, or are measures planned, to control further spreading, or to mitigate unwanted effects, of introduced species? Yes/No*

D. Research and Education

1 Research conducted in your country concerning alien aquatic species, their mode of introduction, identification, ecological impact, and mitigation.

2 Awareness programs for seafarers, port authorities and for public information purposes.

4 Please attach available information or submit list of information sources (in printed or electronic form).

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

New Orleans Hilton Riverside Hotel, USA, 26 and 27 April 1998

PRIOR to the Mid-Term Conference in New Orleans the Committees on Port Safety & Environment and Marine Operations held combined meetings on 26 and 27 April. The allotted time proved hardly sufficient to deal with the extensive agenda of nearly 20 items.

The most important issues, which almost entirely dealt with matters under discussion by IMO Committees, were briefly discussed in the following paragraphs.

1. Establishment and Operation of Reception Facilities, Including Financing Mechanisms

An IMO Correspondence/Working Group is currently involved in writing a new chapter 11 of the IMO's Comprehensive Manual on Port Reception Facilities, dealing with financial aspects. IAPH is member of this Group.

A first draft paper for consideration by the Group only became available a few days before the meeting and copies were circulated at the meeting for early comments by the participants.

2. Correspondence Group on the Adequacy of Port Waste Reception Facilities

The meeting was informed about the establishment of an MEPC Correspondence Group on the adequacy of reception facilities. The Correspondence Group will be transferred into a Working Group at MEPC42.

A draft submission of IAPH to the Correspondence Group was discussed and approved for submission to the IAPH/IMO Interface Group. This paper will be submitted to the Chairman of the Correspondence Group (UK) as well as a copy of the IAPH Port Guidance Document on Waste Management Plans.

The IAPH/IMO Interface Group later endorsed the IAPH paper and decided that it should be expanded with a paragraph on financing from the previous document on MARPOL 73/78 which had been agreed at the London Conference.

3. Aquatic Organisms in Ballast Water

The Committees were informed that following MEPC 40/10/2, a Project

Proposal on Ballast Water had been submitted to the Global Environment Facility. IAPH's Representative in Europe, Mr Alex Smith, had formulated a request to EXCO for IAPH participation in this project up to a value of US\$50,000.- in preparing advice, guidance and related material.

Furthermore, the Committees were informed about an IMO enquiry into existing ballast water management systems in IMO Member States' ports.

A questionnaire will be submitted to IMO member governments. However, there is approval of the Chairman of the IMO Drafting Group for IAPH to send this questionnaire to IAPH members for completion and the provision of findings to their respective governments.

It was agreed that IMO's "Draft Regulations on Ballast Water Management" will be circulated among the members of the Committees for comments. Also the Committee on Legal Protection will be asked for comments.

4. Availability of Qualified Port Marine Personnel

In the discussion on this subject of particular interest was an IMO submission prepared by IMPA: MSC 69/20/1, "Training and Certification of Maritime Pilots". This paper was submitted for discussion at IMO's MSC 69 (11-20 May 1998).

The IMPA representative explained that this document is meant to modernize IMO Resolution A485.

5. Tug Assistance in Port Waters

Capt. HJ Roos, Chairman of IMO's Working Group on SPI, indicated that the book "Tug Use in Port, a Practical Guide" seems suitable for consideration and further discussion by SPI. The meeting concluded that it would be beneficial if the author could introduce the contents of his book to a (small) group of SPI members. This approach will be further investigated in consultation with the author, IMO and the publisher.

6. VTS in small ports

The meeting considered and commented on the draft discussion paper: "VTS in Small Ports". It was decided to prepare

an amended paper for consideration at the next meeting of the Committees. The contents should be applicable not only to small but to all ports.

It is envisaged that the final paper will have the character of a checklist which can be used by ports to establish the required level of vessel traffic services which they might wish to apply.

7. Dry Bulk Carrier Safety

On request of the Inter Industry Working Group, of which IAPH is a member, a request has been submitted to EXCO to approve participation in the funding of an explanatory booklet on the subject. The Committees were informed about the upcoming "Safe Cargo Handling in Ports" Conference in Rotterdam on 23/24 June this year which will address the safety of bulk carriers.

8. Aspects of Port State Control

Members reported on developments since the meetings of the Committees in Perth. Ports are still denied access to PSC data. The meeting was informed that based on Solas, PSC authorities are obliged to submit relevant data to the authorities in the next port of call. The Committees agreed that it was reasonable to expect that port authorities in question should also be kept informed.

9. Formal Safety Assessment

The discussion concentrated on IMO document MEPC 40/16, "Formal Safety Assessment" which describes how this methodology can be used to assess the effectiveness of the IMO rule making process. It was concluded that the paper contained valuable information and guidance which could be applied in ports. Consequently it was decided to re-edit the paper for use by ports.

The Committees were also informed about the results of discussions between Dutch and Norwegian authorities with regards to the Norwegian initiative to develop a mechanism for the environmental indexing of ships and the possibility to merge this system with Green Award. The general impression was that the discussions took place in a positive atmosphere and that the prospects are looking good.

10. Pilotage pre-planning

The Committees discussed a submission to IMO's MSC of the Inter-Industry Group (including IAPH) on Pilotage Pre-Planning.

It was stressed that the value of the paper lies in its non-prescriptive character and its possible use as and when required.

11. PROTECT

The Committees were informed about the expansion of PROTECT to include the exchange of information on ships' wastes.

12. Port Health and Safety Newsletter

A formal application had been made to the IAPH Technical Committee Financial Support Fund to enable a one year trial period.

The application was formally submitted to the IAPH Finance Committee for advice and final decision by EXCO.

Note: EXCO later endorsed this request and the trial is now being prepared.

13. Any other business

The Chairman mentioned a meeting he had had with the public Health Services in Rotterdam to discuss the possibilities of establishing a (worldwide) information network on contagious diseases. Contagious diseases such as cholera are back and travelling/shipping seems to be a major element in the spreading process.

14. Closing remarks

The Chairman thanked the conference host for their kind hospitality and valuable help and the participants* for their contribution to the discussions.

**Lists of participants to the meetings on 26 and 27 April are attached.*

Combined Meetings Participants

New Orleans Hilton Riverside Hotel, USA
26 and 27 April 1998

26 April:

Mr Nouhoum Diop	Port of Dakar
Mr Pieter Struijs	Port of Rotterdam (Vice President)
Mr José Perrot	Port of Le Havre
Mr David Jeffery	Port of London
Mr Alex Smith	IAPH
Mr Pat Keenan	Port of Cork
Capt Michel Pouliot	IMPA
Mr Dominic Taddeo	Port of Montreal (Vice President)
Mr John Hirst	AAPMA
Mr Terumi Iijima	Port of Yokkaichi
Mr Ted Bottiger	Port of Tacoma
Mr Peter van der Kluit	Port of Rotterdam (Chairman)

27 April:

Capt H J Roos	IHMA (Port of Bremen)
Capt Michel Pouliot	IMPA
Mr A Krygsman	Port of Stockton
Mr Alex Smith	IAPH
Mr Nouhoum Diop	Port of Dakar
Mr Terumi Iijima	Port of Yokkaichi
Mr Peter van der Kluit	Port of Rotterdam (Chairman)

Membership Notes:

New Members

Associate Members

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Standard & Poor's DRI [Class A-3-1] (U.S.A.)

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General Manager: Mr. Juan O. Peña
Assistant General Manager for Finance
and Administrative Services:



Juan O. Peña



Aida P. Dizon

Ms. Aida P. Dizon
Assistant General Manager for
Engineering:

Mr. Edilberto L. Catalan

Assistant General Manager for Operations:

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China Ports and Harbors Association [Class B] (China)

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President & Director General:
Mr. Tu Deming
Secretary General: Mr. Li Zhendong



Tu Deming



Li Zhendong

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International Conventions Impacting on Ports and Port Operations¹

By Captain Peter Heathcote

*Regional Maritime Legal Advisor
for Secretary General Forum
Secretariat, Suva, Fiji*

PORT legislation differs in many respects from general maritime legislation. One of the most striking differences between port legislation and general maritime law is the relatively small number of international conventions and rules which relate to ports, as compared to the large number of conventions, international regulations and standards which have to be taken into account in framing maritime legislation.²

Part I – Safety of Ship Operations

Introduction

Ships exist only to move cargo from one port to another. This is done under a variety of commercial contracts depending on the cargo, the arrangement between the shipper and consignee and the contract of affreightment with the carrier. What used to be termed "general cargo" and shipped "break bulk" aboard vessels in the "liner trade" is now consolidated in containers and shipped directly from the shipper's premises to the consignees receiving warehouse under a multi-modal or "through" bill of lading. Bulk cargoes tend to be shipped by way of a charter, the form of which differs from trade to trade, cargo to cargo, and may be extensively modified by the parties. Many cargoes are of a dangerous or hazardous nature and require special packaging, stowage, handling, and emergency procedures. Ships are increasingly becoming more specialized to suit a particular trade, while others are built for versatility, switching from one trade to another when rates are depressed. Ships and their owners and/or operators are increasingly being held responsible for any environmental damage that may occur as a result of ship operations. The whole shipping enterprise, the ship, the cargo and third party risks are protected by various forms of marine insurance and every aspect of ship operation is subject to some type of legal consequence.

Ports have also changed dramatically in the last 20 years as deregulation, privatization, competition have driven them to be more efficient, effective and economic. Throughput has increased dra-

matically, the value of assets has risen, unit costs in constant dollars have dropped, specialization has resulted, and the paper work is supposed to have become less. Information systems have enabled better decisions to be made more quickly and re-negotiated collective agreements have allowed for more flexibility in assigning human resources. Some ports offer pilotage and towage services and some even provide aids to navigation. Some ports have facilities away from the port area for stuffing and de-stuffing containers, whereas others have left the majority of operations such as stevedoring and craneage, for others to do, while concentrating on the sole provision of a safe berth and docking space. Some ports do not now provide security, while others offer a full range of services.

Conventions can be conveniently grouped in categories. In the first category are those conventions dealing with the safety of ship operations, such as SOLAS, COLREGS, STCW; technical conventions such as LOADLINE and TONNAGE; plus complex rules such as the IMDG Code.

Into the second category come a mixture of commercial conventions such as the Facilitation Convention, 1965, the Convention on a Code for Liner Conferences, 1974, United Nations Convention on International Multimodal Transport of Goods, 1980, the United Nations Convention on the Carriage of Goods by Sea, 1978 (the Hamburg Rules) as well as the Hague Rules 1924, The Hague-Visby Rules, 1968 and the Hague-Visby Protocol 1979, the United Nations Convention on Conditions for Registration of Ships, 1986, the International Convention on Maritime Liens and Mortgages, 1993, plus a number of Customs conventions.

The final category deals with marine pollution issues, including MARPOL 73/78, INTERVENTION 69, OPRC 90, LONDON 72, CLC Convention 69, and FUND Convention 71. This paper, in three parts, will deal with the conventions in the order of the three categories. Not all conventions will be discussed – only the ones having a major impact on port operations.

International Convention on Safety of Life at Sea, 1974 (SOLAS '74)

This Convention covers a wide range of measures designed to improve the safety of shipping. They include subdivi-

sion and stability, machinery and electrical installations, fire protection, detection and extinction, life-saving appliances, radiotelegraphy and radiotelephony, safety of navigation; carriage of grain; carriage of dangerous goods; and nuclear ships. SOLAS '74 adopted a new procedure for amendments – those amendments adopted by the Maritime Safety Committee (MSC) would enter into force on a predetermined date unless they were objected to by a specific number of States. SOLAS '74 came into force on 25 May 1980. Since then the Convention has been modified by Amendments on a number of occasions.

The relevance of this Convention to ports and port operations is that it is all-pervasive in respect of ship safety. This will impact on the design and construction of the ship, its fire-fighting, life-saving and communications equipment, the carriage of certain cargoes (Chapter VI Carriage of Grain) and possibly its cargo-handling techniques (ro-ro, side-doors, conveyor, etc.). A short Chapter VII deals with the Carriage of Dangerous Goods, which references the IMDG Code. This is not a convention per se, but rather incorporated by reference in Chapter VII of SOLAS. The Code was first developed in 1965 and is being continuously revised and updated. It is a specialized maritime version of the uniform requirements for the transport of dangerous goods by all modes of transport as adopted by the United Nations in the so-called "Orange Book." Although legally speaking the IMDG Code only applies to vessels to which SOLAS applies, the general principles have been recognised by manufacturers, packers, shippers, forwarders, and port authorities. The Code provides a description of how dangerous goods should be packed, stowed, segregated, classified, identified, marked, and labeled.

Although there is no legal obligation for ports to follow the IMDG Code, most will find it useful to do so. It provides an international standard to which all shippers and consignees in the foreign trade will know and expect to apply to their goods. Furthermore, the Code provides information on how to handle with dangerous goods, especially their loading, discharge, and storage. Uniform standards are especially important in the international trade and multi-modal transportation.

Collision Regulations

Known as the Convention on International Regulations for Preventing Collisions at Sea, 1972 (COLREG), these Regulations for preventing collisions at sea were adopted by the 1960 SOLAS

Conference and annexed to the Final Act of the Conference. However, these rules were not part of the SOLAS Convention and were therefore not legally binding internationally. In 1972, IMO adopted the International Regulations for Preventing Collisions at Sea. This Convention came into force in 1977.

It is important that the same rules for the prevention of collisions at sea apply in ports and approaches to ports. Many ports have jurisdiction stretching from the fairway buoy or pilot station to the most shoreward side of the navigable port waters. Port authorities will often have the right to prescribe special rules governing navigation and (what used to be known as) steering and sailing rules. Obviously such local rules should not contradict the international regulations for the prevention of collisions at sea. Similarly, buoyage and other aids to navigation should be in conformity to international standards.

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 as amended in 1995

In 1978, this Convention established for the first time, internationally acceptable minimum standards of competence for crews. A complete revision became necessary in 1995 to: clarify the standards of competence required; introduce qualification requirements for trainers and assessors; provide effective mechanisms for enforcement of its provisions; and allow greater flexibility in the assignment of functions on board ship. No amendment was made to the Articles of the Convention. This was done intentionally so that States would not have to ratify or accede to a protocol, but Contracting Parties would become bound by the 1995 Amendments under the "tacit acceptance procedure".

The Convention, Articles, and Annex provide the legal framework within which mandatory technical standards contained in Part A of the STCW Code are applied. Part B of the Code provides guidance to assist those involved in education, training, or assessing the competence of seafarers or who are otherwise involved in applying the STCW provisions. The Convention and Part A of the Code form a binding treaty between States, the interpretation of which is governed by the Vienna Convention and the Law of Treaties. Parties undertake to promulgate all laws and regulations necessary to give the Convention full and complete effect. A single government department must be made responsible for administering the Convention and must be given the necessary regulatory and administrative authority to ensure that all government departments, education and training institutes, shipowners, and seafarers comply with its provisions.

This Convention does not relate to ports directly, although it will impact on the standards of competency for watch-keeping seafarers, thereby improving the standard of navigation and bridge efficiency in pilotage waters. As with SOLAS, ports may become involved in the application of Port State Control

imposed by the national maritime administration. The Port State has the right under a number of International Maritime Conventions to carry out inspections on foreign ships to determine whether they comply with the provisions of the convention. Failure to comply may result in detention or delay. This could impact on berth or anchorage availability while the ship is prevented from proceeding to sea.

International Convention on Load Lines, 1966

The purpose of the Load Line Convention was to establish uniform principles and rules regarding the limits to which ships on international voyages may be loaded, having regard to the need for safeguarding life and property at sea. Thus, no ship to which the Convention applies shall proceed to sea on an international voyage unless it has been surveyed, marked, and provided with an International Load Line Certificate or an Exemption Certificate. The ship is marked with a load line on each side of its hull indicating the limit to which it may be loaded when trading in various world zones.

The relevance of this Convention on ports and port operations is that vessels to which the convention applies will not be permitted to submerge their load line below that permitted by the Convention. Except that vessels may submerge their load line in two situations: (1) to the extent of a Fresh Water Allowance if the water in the port has a specific gravity of less than 1025 on a hydrometer; or (2) if the port is situated some distance from the sea and some measure of bunkers will be consumed en route.

International Convention on Tonnage Measurement of Ships, 1969

The purpose of the Convention was to establish uniform principles and rules with respect to the determination of tonnage of ships engaged on international voyages. Before this Convention, tonnage of a vessel used to be ascertained by measuring all the internal volumes of the enclosed space within a ship and determining the gross tonnage on the basis of 100 cubic feet per ton. Net tonnage was calculated using gross tonnage, less certain allowances for spaces on board ship, such a machinery and navigation bridge, which were not used directly for the car-

riage of cargo. Thus, gross and net tonnage were approximations for the cargo carrying capacity of the ship – usually general cargo ships – and so were used for calculating charges such as port, canal and light dues. These tonnages were not to be confused with Light Displacement Tonnage – the weight of the ship with minimal equipment and Loaded Displacement Tonnage – the weight of water the ship displaced when loaded with cargo and full bunkers, or Deadweight Tonnage, the difference between the two representing the weight of cargo a ship could lift. These latter tonnages were more significant in dry-bulk cargo vessels and tankers where the weight of the homogeneous cargo was more of a measure of the revenue generating capacity of the ship. Unfortunately different countries had different ways of calculating the "space" tonnages, and naval architects designed ships which would minimise the tonnage calculation while maximising the cargo carrying capacity of the ship by the use of "shelter decks" – essentially upper, enclosed decks with small, unsecured "tonnage hatch", usually located aft in a weather-protected part of the ship. This lack of uniformity of tonnage measurement from one country to another led to demands for a standard system of tonnage measurement world-wide.

This Convention applies to ports inasmuch as it provides the technical formulae on which the calculation of tonnage is based. This is space tonnage as opposed to deadweight or displacement tonnage and it is still used in the calculation of port charges, pilotage fees, light dues and the like. By now, all ships to which the Convention applies are to have been measured to the new rules. Port dues may be calculated on the basis of full cost recovery for all the facilities used and services provided, or, alternatively on the basis of what is beneficial to the port and its hinterland, with the knock-on effect on the national economy as a whole. Most ports are taking the former approach, but that is not without problems. Full cost recovery may result in high port charges, increasing the cost of sea-borne trade, which might negatively affect the national economy. In a competitive situation, high port charges may reduce volumes and actually decrease revenues.

¹ In spite of the quotation, the purpose of this paper is to identify and describe the major international conventions that impact on ports and port operations. It is not intended to be all encompassing in scope nor does it cover every trade, every cargo, and every type of port infrastructure. It should be noted that this is a general overview and does not take into account any local laws, regulations, rules, common operating or commercial practice, or jurisprudence which may apply in a particular jurisdiction.

² ESCAP 1991:3 from ESCAP, 1991, Guidelines for Maritime Legislation, Volume I, Third Edition, United Nations Economic and Social Commission for Asia and the Pacific, Bangkok, Thailand.

Captain Peter Heathcote, B. Comm. (cum laude), L.B., MBA, Ph.D., FNI is the Regional Maritime Legal Advisor with the Secretariat to the Pacific Community, based in Suva, Fiji. His primary mandate is to assist Pacific Island Countries review and update their maritime law in respect of shipping and navigation, prevention of marine pollution, carriage of goods, salvage, maritime liens and mortgages, and ports. He has assisted the Cook Islands, Federated States of Micronesia, Fiji, Kiribati, the Marshall Islands, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu in developing new shipping legislation and regulations dealing with registration, safety, small vessels and maritime training. He has assisted in the development of ports authority legislation for Tonga, Samoa and the Cook Islands. He also provides legal advice to all Pacific Island Countries on an on-going basis.

This is an edited version of a paper presented to the South Pacific Ports Association Annual Meeting in Honiara, Solomon Islands in September 1996.

WORLD PORT NEWS

Global Experts to Meet At Dubai TOC Asia 98

LEADING industry experts in infrastructure management from Europe, Asia, the Middle East, the Indian subcontinent and the USA are set to meet at TOC Asia 98 in Dubai to assess investment opportunities and risks in container ports which will pave the way for the future of container port operations.

TOC, the Terminal Operations Conference & Exhibition, has been established for 22 years. The third Asian TOC will be held from 5-7 October 1998 at the Dubai Chamber of Commerce & Industry under the patronage of His Highness General Sheikh Mohammed bin Rasid al Maktoum, Crown Prince of Dubai and UAE Minister of Defense. TOC Asia 98 will also enjoy the full support and hospitality of Dubai Ports Authority.

For further information, please contact:

TOC Asia 98 Conference Administrator, IIR Exhibitions Ltd, Francis House, King's Head Yard, London SE1 1NA, UK.
Tel: +44 171 453 5309
Fax: +44 171 453 5306
E-mail: helenwhalley@compuserve.com

Latin Ports & Shipping In November in Florida

LATIN Ports & Shipping '98 will be held 2 - 4 November, 1998 at Biscayne Bay Marriot, Miami, Florida. The event will emphasize "Maximizing Port Efficiency and Overcoming the Barriers to Achieve Global Port Integration".

The Conference Manager is Ophelia Fox, and the Marketing Manager is Joseph E. Pineda.

For further details, please call:
AIC Conferences S.A. Nueva de Lyon 96, Oficina 405, Santiago, Chile.
Tel: (56-2) 246-8100
Fax: (56-2) 246-8109

UNCTAD Conference in Lyon on Trade, Transport

THE United Nations Conference on Trade and Development (UNCTAD) is organizing an initiative called "Partners for development", which will bring together the business community, governments and non-governmental actors to devise and launch new ways of involving all partners in the development process for the mutual benefit of both developing and developed countries.

The first Summit meeting will be held at the Palais des Congres in Lyon, France, from 9 to 12 November 1998 at the invitation of its Mayor, Mr Raymond Barre, former Prime Minister of France. During four days of discussions, state-of-the-art interactive presentations and debates, participants will share the vision of some of the most advanced players in the fields of electronic trade and transport, investment, micro-finance, commodity risk management and biotrade. They will also have the opportunity to visit or to participate in a exhibition, together with a selected number of innovative and forward-looking enterprises active in these areas.

Getting from Here to There: Speeding up the Global Movement of Goods is a special segment under the Conference track on Global Electronic Trade and is intended to prepare the ground for the multifaceted partnerships between the private and the public sector which need to be established, locally, nationally and internationally, to put in place information technology (IT) systems and networks to speed up the global movement of goods. It is expected that the following types of companies will attend: traders, telecommunications and network operators, shipping lines, railways, road carriers, international standard-setting bodies, banks and insurance companies, Customs administrations, freight forwarders, port and terminal operators and brokers. The UNCTAD secretariat invites you to take part in this important event in which key actors in international trade and transport will share their respective experience in the use of information technology.

A two-day round table on the use of Information Technology in Transport will take place on Monday afternoon, 9 November and all day Tuesday, 10 November. There will be three sessions on the role of IT in trade facilitation and transport chains; on IT solutions to common problems faced by port operators and port users; and on the use of IT in railway operations.

Under the same general topic of "Getting from Here to There", two sessions will also be organized on the use of IT in speeding up the Customs clearance of goods. The costs savings potential of Direct Trader Input of Customs declarations (DTIs) will be the subject of a session Wednesday afternoon, 11 November, while improvement of transit operations will be covered in the morning of Thursday, 12 November.

In the context of the main track "Global Electronic Trade UN Partnerships" there will be a plenary session on transport and Customs initiatives in the form of a high-level expert panel in the afternoon of Thursday, 12 November. This session is intended to consider future solutions to international transport problems in developing countries and countries in transition and would establish how industry, professional organizations and UNCTAD could jointly work on these issues. IAPH will be actively involved in both the Round Table and the plenary session.

A registration form together with a preliminary program of this important event to which all IAPH members are invited was enclosed in the last issue of the Ports and Harbors. If you require further information please contact UNCTAD, Geneva at phone +41 22 907 2038, fax +41 22 907 0050 or e-mail transport.section@unctad.org.

Those planning to participate in the Summit should recall that IAPH will be organizing a seminar on "Ports in the new Electronic Trade environment" which will take place in Barcelona on Thursday and Friday (5/6 November) preceding the conference in Lyon. This will permit port managers to participate in both events.

IMO: STRAITREP Adopted For Navigational Safety

THE International Maritime Organisation (IMO) has adopted the joint proposal by Indonesia, Malaysia and Singapore to introduce a mandatory ship reporting system in the Straits of Malacca and Singapore. The ship reporting system, known as STRAITREP, was adopted at the 69th session of the IMO's Maritime Safety Committee (MSC69) and would be implemented on 1 December 1998. The introduction of STRAITREP, which is provided for under the International Convention for Safety of Life at Sea (SOLAS) will contribute towards navigational safety, efficiency of navigation and the protection of the marine environment in the Straits.

From 1 December 1998, ships plying the Straits of Malacca and Singapore will have to participate in STRAITREP by reporting to the shore-based authorities of the coastal states. The ships that will be required to participate include vessels of 300 gross tonnage (GT) and above, vessels of 50 metres or more in length, vessels of any tonnage carrying hazardous cargo, and all passenger vessels that are fitted with VHF, regardless of length or GT. STRAITREP will facilitate and enhance identification and communication between ships and shore-based authorities. This will enable shore-based authorities to advise transiting ships on the traffic situation in the Straits, as well as contribute positively towards search-and-rescue (SAR) operations and responses to marine incidents.

Under STRAITREP, a ship is required to provide shore-based authorities with information such as its name and call-sign, position, course and speed. The information requirements are based on IMO recommendations on ship reporting systems and are kept to a minimum so as not to unduly inconvenience shipping in the Straits.

The operational area of STRAITREP spans the Straits of Malacca and Singapore between longitude 100°40'E and 104°23'E. This area is divided into 9 reporting sectors. Ships in sectors 1 to 6 are required to report to the Klang and Johor Vessel Traffic Services (VTS) in Malaysia, while ships in sectors 7 to 9 are required to report to Singapore VTS, which is operated by the Maritime and Port Authority of Singapore (MPA).

Indonesia, Malaysia and Singapore have worked closely since early 1997 towards the introduction of STRAITREP in the Straits of Malacca and Singapore.

The joint STRAITREP proposal was well-received at the IMO and several IMO delegates gave their support for the early implementation of the system.

Flora, Fauna Affected By Spilling of Wheat

IN 1996, a ship ran aground on rocks south of Corsica and, after a heavy storm, spilled its cargo. A large area with a protected species of marine plant, *Posidonia oceanica*, was devastated, while people working to recover the cargo experienced nausea, sickness and irritations from toxic hydrogen sulphide fumes. The cargo was wheat.

The pollution problems presented by a spill of wheat are illustrated in a paper presented by France to the 21st meeting of the Scientific Group of the London Convention. The paper gives details of a study carried out by the French research centre CEDRE following the grounding of the Panamanian wheat carrier *Fenes* south of the Lavezzi islands in the Bouches de Bonifacio (Corsica) in September 1996.

The *Fenes* was transporting 2,650 tons of wheat to Albania and the entire cargo was spilled, to a depth of 10 to 20 m, when a heavy storm damaged the holds of the ships a week after it had grounded. The immediate effects were the suffocating of *Posidonia oceanica*, a protected species of marine plant which is important to the local ecosystem. *Posidonia* meadows can only be found in the Mediterranean Sea, and some 1 to 2 hectares of the plant were affected.

Later, fermentation of the wheat resulted in the production of hydrogen sulphide gas (due to anaerobic reduction of the sulphates in the seawater). Hydrogen sulphide is extremely toxic to plants, animals and humans.

The paper on the *Fenes* incident notes that immediately after the accident on 26 September 1996, the French authorities ordered the ship's captain to put a stop to the danger of pollution from the ship and its cargo. On 20 October, after the gradual breaking up of the ship, the entire cargo was lying on the seabed, with a thickness between 50 cm and 2 m, covering an area of more than 1 hectare around the ship. Autumn storms spread the wheat over a larger area (5 to 6 hectares), with three concentrated zones around the ship. On 4 December, workers began pumping the wheat, which was then drained and stocked on a barge for re-

immersion in the sea at depths of over 300 m.

Divers working on the site very rapidly noticed a deterioration on the surface of their diving belts and people working on the barge experienced nausea, sickness and irritations caused by the strong effects of hydrogen sulphide (H_2S) linked to wheat fermentation. The levels of hydrogen sulphide measured in the surrounding air were high enough (up to 20 parts per million) for the authorities to decide to temporarily suspend the wheat recovery operation, which was restarted at the end of December and finally stopped on 13 January 1997. More than two thirds of the *Fenes* cargo of wheat was eventually recovered.

The paper notes that the massive spilling of wheat led to a pollution problem, linked not only to the physical covering of the marine flora, but also to the high production of hydrogen sulphide, which affected the people involved in clearing the site as well as marine flora and fauna in the area.

The combination of wheat fermentation and seawater created favorable conditions for the production of toxic hydrogen sulphide gas, and the paper says that significant concentrations of hydrogen sulphide dispersed in the seawater could have had direct ecotoxicological effects on the flora and fauna in the area. On the site, recorded concentrations of hydrogen sulphide varied from 3 to 25 parts per million – levels which are lethal to fish. The lowest levels of concentration of hydrogen sulphide needed to cause any noticeable effect are between 0.2 and 0.8 parts per million.

The paper concludes that it is likely that the ecosystems close to where the *Fenes* spilled its cargo of wheat have been seriously affected by the incident.

Website for Tackling Year 2000 Problems

A dedicated website has been created to provide a huge clearing house of information to help the marine and transportation industries tackle the compliance problems presented by the Year 2000.

Data on equipment manufacturers and suppliers and on organisations providing consultancy and other services are seen as an essential facility for the owners and operators of the world's

merchant ships, ports and terminals and land-based transportation services.

The website will help them to assess the nature and extent of their Year 2000 problems and provide details on the people who can help them to tackle the problems.

Several leading maritime organisations have come together to set up the website – Lloyd's Register (LR), the UK P&I Club, the TT Club, the International Chamber of Shipping and BIMCO.

Dr. Tim Jones, deputy chairman and chief executive officer of Lloyd's Register, explained: "This is a massive challenge for the transportation industry as a whole and one which the shipping sector has been slow to address. This underlines the importance of close co-operation. Recognition of the interdependence of shipowners, port operators and managers of transport infrastructure is crucial. The logistics chain is only as strong as its weakest link. Those companies which have addressed Year 2000 compliance are progressively requiring their operating partners to demonstrate compliance. As the deadline looms, confirmation of compliance will increasingly become a licence to operate."

The Year 2000 problem – widely known as Millennium Time Bomb – stems from the inability of some software and microprocessors to recognise the date once we reach 2000.

In the early 1960s, the limited memory capacity of many computers and microprocessors meant programmers had to use just two digits to represent the year. Consequently, there is the prospect of widespread malfunction as time clocks reach one second past midnight on 1 January 2000. There will be similar problems emanating from 9/9/99 where that date denotes the end of a file, by the leap year day in 2000 and the roll over of the global positioning systems time cycle at 21/8/99.

There is a special problem with embedded chips which govern a whole range of processes, often installed by sub-contractors, whose whereabouts and sometimes very existence may be unknown to equipment manufacturers and shipowners.

Lloyd's Register has written to known suppliers and others inviting them to join the website. However, there are around 80,000 merchant vessels around the world, who have drawn upon tens of thousands of equipment suppliers. Some will no longer be in existence or will have merged with other organisations.

Dr. Jones continued: "The list of

items which could threaten ship safety is disturbing. For example, onboard engine management systems, propulsion control, navigation, radio, and a wide variety of monitoring and alarm systems."

The website contains a great deal of background information, including legal views from UK lawyers Ince & Co and their American counterparts LeBoeuf. There are entries on major Year 2000 conferences, national authority notices, press articles and links with other relevant databases.

The marine equipment database entries will be categorised according to name, previous names, addresses and contact details and type of equipment. There will be plenty of space for written descriptions. The services database will follow similar lines, with entrants also invited to indicate their client bases.

Roger Nixon, a director of Thomas Miller Risk Management (UK), commented: "Our aim is to provide a forum to help stimulate the tremendous volume of Year 2000 work that needs to take place. We are not in any way endorsing the individual entrants and entries. As a global forum or clearing house, we have no doubt that there is a massive requirement for this website."

The Ship2000 Website can be viewed on – <http://www.ship2000.com>

cern, evidenced most recently by the turmoil in Indonesia and resignation of long-standing President Suharto. In its latest regional Survey, *South East Asian Shipping*, Drewry Shipping Consultants Ltd provides in-depth analysis of all nine members of the Association of South East Asian Nations (ASEAN) – Indonesia, Malaysia, Thailand, Philippines, Singapore, Vietnam, Myanmar, Brunei and Laos, as well as Cambodia.

South East Asia is still the easy target when bad news on the shipping markets surfaces, but the reality is that many apparent problems are part of wider issues. Weak dry bulk carrier freight rates have been largely due to an increase in the fleet size, and whilst there may have been a slowing in demand in early 1998, the fact remains that deliveries should outpace deletions again in 1998. Similarly in the oil tanker sector, freight rates have remained relatively firm and global oil demand is still expected to increase.

Some countries will undoubtedly experience a demand contraction, but the tanker fleet is likely to post net growth in the year – the most that can be said is that weakness in demand for cargoes will merely aggravate an expansion of supply in the near term – South East Asia is not the root cause of the problem.

One of the strengths of the Report is its ability to provide a longer term perspective of ASEAN's trade potential. This is particularly valuable in light of the attention that the region is attracting, much of which is negative and short term in its outlook. The Report details both current and longer term implications of the economic crisis on the dry, liquid and container sectors, as previewed below.

The development of a manufacturing base within South East Asia has helped drive the rapid expansion in container trade. Quite simply the absence of land based transport options has helped promote seaborne trade. In 1997, the PSA Corp achieved throughputs of 14.2m TEU in 1997, an increase of 9.1% over the previous year total. Container terminal expansions equivalent to another port the size of Singapore will still be required in the next decade to service anticipated growth in traffic in the region.

The demand for containerized transport in South East Asia takes three main forms: feeder trade to and from the region's hub ports (primarily Singapore), there linking with mainline deep sea services; intra-regional trade between the countries of the region and

New Publications

South East Asian Shipping: The Fundamentals of Opportunity and Uncertainty

UNTIL mid-1997 the South East Asian region was best known for its strong and sustained economic growth rates. The economic turmoil that followed the original currency devaluation in Thailand quickly, but distinctly, afflicted many of the South East Asian economies. Inevitably there was a knock-on effect on the shipping sector, but the Report shows that many of the headlines related to shipping have been rather transient, paying scant attention to sound regional fundamentals whilst also failing to appreciate some of the other factors at work.

Controlling the contagion from the region has become the paramount con-

elsewhere in the Far East, especially trade relating to the dominant Japanese economy, and Hong Kong/China; and local intra-regional trade between the countries of South East Asia itself, together with domestic inter-island trades.

Forecast South East Asian Container Port Throughput, 1996-2005 ('000 TEU)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Throughput	23,260	25,595	26,549	28,247	30,481	33,258	36,394	39,683	43,128	46,741
Growth rate (%)	-	10.0%	3.7%	6.4%	7.9%	9.1%	9.4%	9.0%	8.7%	8.4%

Source: Drewry Shipping Consultants Ltd

As would be expected, the Asian financial crisis has had an immediate and direct effect on the container trade of South East Asia, largely due to changes in the relative strengths of local currencies versus the dollar and other currencies. Specifically the immediate effects have been: a reduction in imports from Europe, North America and elsewhere in Asia, a result of the decreased buying power of local currencies; an increased propensity to export from the region, with goods becoming more attractive to international buyers due to greater dollar purchasing power; decreased intra-Asian and specifically intra-Asean business due to slower growth (e.g. Malaysia and the Philippines) and actual recession (e.g. Thailand and Indonesia) in Asean nations.

The first half of 1998 has borne this out, with both ports and shipping lines having to react to the changes in the short term. Deep sea carriers are having to deal with the need to reposition empty boxes due to the imbalance in trade. In addition a number of intra-regional carriers have revised their services and schedules, whilst some port development projects are on hold or subject to review.

Intra-regional and local intra-regional container trades will continue to be most affected by the economic crisis. Feeder and international container trades have, however, been less affected and although imports have decreased, exports have been simultaneously increasing. The long term outlook for these trades is very positive, and within a decade South East Asia's annual port activity is expected to exceed 46 million TEU as shown in the accompanying table, with transshipment activity reaching 26 million TEU.

Oil demand in the region's main consuming countries – Indonesia, Malaysia, Philippines, Singapore and Thailand – is

contracting in 1998 relative to 1997. But even a pessimistic scenario does not result in an aggregate contraction of more than 300,000 bpd being cut from existing 1998 Drewry demand estimated at just over 3m bpd. And this has to be placed into context against the wider Asian region encompassing China and India, which consumed almost 20m bpd in 1997. As a consequence the South East Asian countries account for around 15% of this total – insufficient to undermine tanker demand.

In addition to a forecast demand in growth for products, there are still strong imbalances on a country-by-country basis in terms of individual products, which will help further sustain these trades. Furthermore, a decline in crude output in the region will progressively enhance the need for long haul imports post-2000.

Although China, Japan, South Korea and Taiwan are the major players in the dry bulk trades, that is not to say that the South East Asian nations do not wield significant influence – indeed in some respects, although the markets are smaller, they might also be considered to be more open. And so recent developments in these countries are important – but whilst some independent power projects are delayed, the effect will be to delay rather than stop growth in coal trades. South East Asia is still developing much of its port infrastructure and as a consequence many of the commodities are carried in vessels with their own gear, circumventing the need for sophisticated shoreside facilities. And the diversity of dry bulk trades into and out of the South East Asian region currently ranges from over 30 million tonnes of coal exports to over 15 million tonnes of steel imports. The main export trades are in coal and forest products whilst there is a wide and varied range of imports.

In summary, *South East Asian Shipping* provides comprehensive and detailed insight, setting the development of trade in the context of the industrial environment, whilst highlighting the importance of the energy, mineral, agricultural and consumer goods sectors. When the past represents the only certainty, a comprehensive understanding of the fundamentals is prerequisite if future opportunities are to be exploited – and this Report provides the necessary framework.

South East Asian Shipping: The Fundamentals of Opportunity and Uncertainty, 125pp, is published by Drewry Shipping Consultants Ltd.

Individual copies of the Report are priced at UK£450 post-paid to anywhere in the world. For further information regarding *South East Asian Shipping: The Fundamentals of Opportunity and Uncertainty*, or any enquires regarding the Report, please contact Paula Puszet at the address below.

Drewry Shipping Consultants Limited, Drewry House, Meridian Gate – South Quay, 213 Marsh Wall, London E14 9FJ

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Internet: www.drewry.co.uk/drewry/

Port Security: Security Force Management

PORT Security: *Security Force Management*. Edited by Kenneth Gale Hawkes and Anthony Infante. (Washington, DC: US Department of Transportation, 1998). 29 pages. Bibliography. Order from: US Maritime Administration, Office of Ports and Domestic Shipping, ATTN: Thomas Morelli, 400 Seventh Street, SW, Washington, DC 20590. Tel: (202) 366-5473. Fax: (202) 366-6988. No charge.

This is the second in a planned series of port security guides sponsored by the U.S. Department of Transportation. The first, *Port Security: A National Planning Guide*, provided an overview of port security issues and solutions.

The focus of the second report is the creation and management of private security forces. Arguing that "good security does not just happen, it must be developed," the authors describe the role of private security on the waterfront; the relationship between private security and law enforcement; contract versus proprietary security forces; and security force hiring, training, supervision, and management.

Concise, readable and to the point, these booklets and their successors merit the attention of senior port managers as well as those directly responsible for port security and law enforcement.

Mr. Hawkes is a practicing maritime trial lawyer and author of *Maritime Security* who has been a panelist at AAPA Security Seminars. Mr. Infante is a Deputy Inspector with the Port Authority of New York and New Jersey Police.

(AAPA Advisory)

Containerisation and Multimodal Transport in India

CONTAINERISATION and Multimodal Transport in India (2nd Revised Edition) by Dr. K.V. Hariharan. Brought out by MVIRDC World Trade Centre, Mumbai, and published by Shroff Publishers and Distributors Pvt. Ltd., 8/9, Patel Building, 8/16, M.K. Amin Marg, Fort, Mumbai - 400 001.

Telephone Nos. 2631572/3/4;
Fax No. 2623551;
pp 232; Price: Rs. 400/-

Ship to Ship Transfers of Cargo

SHIP to Ship Transfers of Cargo: The History and Development of the Operation has been published. For details, please call or write to:

Fender Care Marine And STS Transfer Services, Enterprise House, Harveys Lane, Seething, Norfolk, NR 15 1EN, England.

Tel : +44 1508 482 666
Fax : +44 1508 482 262
Telex 94080535 FCSTS G

The Work of the Harbourmaster

THE purpose of this book, *The Work of the Harbourmaster*, is to collect the best information, about this diverse discipline, to provide a book of reference and to assist with the training of potential Harbourmasters. It is divided into six sections.

Section I – Introduction examines the role of the Harbourmaster, the role of supporting organizations, the factors to be considered when using a port, a shipmasters view and advice to new Harbourmasters.

Section II – Harbour Administration covers the legal and management responsibilities of the Harbourmaster. Also included in this section is the subject of insurance, accounting, administration and waste management.

Section III – Harbour Operations covers pilotage and pilot services, waterway management, conservancy, traffic management and other aspects of harbour operations such as recreational uses, escort tugs, fishing ports and ports which dry out.

Section IV – Safety examines the role of port state control, risk assessment, health and safety, access, contingency planning, emergency response and wreck removal.

Section V – Other Port Services covers hazardous cargoes, customs and immigration, security, bunker services and agencies.

Section VI – Developing a Port is designed to bring the Harbourmaster into the management decisions when ports are being developed. Subjects such as economics, cost benefit analysis, civil engineering and the role of consultants are considered.

It can be seen that this 397 page book which replaces and completely revises the previous edition published in 1988 is a major contribution to the professional work of the Harbourmaster. The comprehensive index makes this book a most valuable guide.

The Publications Officer
The Nautical Institute,
202 Lambeth Road, London SE1 7LQ
Telephone: 0171-928 1351
Fax : 0171-401 2817

Tug Use in Port

Tug Use in Port by Captain Henk Hensen FNI is a practical guide covering tug types, performance, shiphandling, safety, training and escort operations.

Published by The Nautical Institute
202 Lambeth Road, London SE1 7LQ
England
Telephone: 0171-928 1351
Fax: 0171-401 2817

First edition was published in 1997;
Copyright: The Nautical Institute, 1997;
Sponsored by the Port Authority of Rotterdam.

Market Research on Vessel Traffic Services

A market research study on Vessel Traffic Services (VTS) has been executed by Port Management Consultants in co-operation with Maritime Systems Technology, both from Rotterdam. A comprehensive database contains VTS data on systems, locations and supplies. Market analysis on business vol-

ume, geographical trends, global suppliers and potential VTS locations were executed.

For further information, please contact:

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Tel: +31 10 4780766
Fax: +31 10 4780288
E-mail: pmc@port.rmg.nl

The Thames Embankment

ANY large-scale construction project is a complex of contingencies, pitting the volatility of nature against human ingenuity, and setting the discord of human nature against itself. In *The Thames Embankment*, Dale H. Porter explores the tangled history of a monumental venture in Victorian London, telling with wit and authority the stories of those involved in and affected by this rough-and-tumble process, from mudlarks and wharfingers to prime ministers and lords.

The embankment of the Thames River is often considered the final element of the London Main Drainage, a great engineering project that carried the sewage of the crowded metropolis down the valley and reduced the toxic pollution of the river and surrounding neighborhoods. But the Embankment, whose construction took almost fifty years from concept to completion, achieved fame in its own right, as an immense, expensive, and successful event that reflected the cultural ecology of Victorian society.

318 pp., illus., notes, index; ISBN/Price: 1-884836-28-3/\$49.95 (cloth), 1-884836-29-1/\$24.95 (paper)

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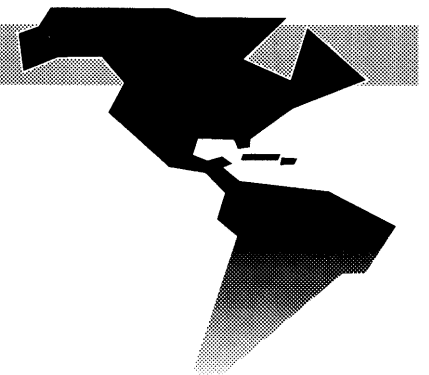
E-mail: press@uakron.edu

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The Americas

18 Port Authorities to Be Created on Jan. 1, 1999

THE Canada Marine Act (Bill C-9) received the Royal Assent on June 11. It will be officially proclaimed and thus take effect on January



1, 1999.

The legislation creates 18 Canada Port Authorities

CANADA MARINE ACT DESIGNATED CANADA PORT AUTHORITIES

	PORT	CURRENT STATUS
1	Fraser River	Harbour Commission
2	Halifax	Local Port Corporation
3	Hamilton	Harbour Commission
4	Montréal	Local Port Corporation
5	Nanaimo	Harbour Commission
6	North Fraser	Harbour Commission
7	Port Alberni	Harbour Commission
8	Prince Rupert	Local Port Corporation
9	Québec	Local Port Corporation
10	Saguenay	Divisional Port
11	Saint John	Local Port Corporation
12	Sept-Îles	Divisional Port
13	St. John's	Local Port Corporation
14	Thunder Bay	Harbour Commission
15	Toronto	Harbour Commission
16	Trois Rivières	Divisional Port
17	Vancouver	Local Port Corporation
18	Windsor	Harbour Commission

Source: Transport Canada

Others may elect to apply to CPA status. The Oshawa Harbour Commission has already indicated it plans to do so. (AAPA Advisory)

New Montreal Website Easy, Quick to Consult

BOOKMARK www.port-montreal.com for more information than ever on Canada's number one container port.

The new Port of Montreal Website features a more elaborate site plan and improved, eye-catching graphics, including colour photographs you can enlarge with a simple click. Best of all, the site is extremely easy and quick to consult. It includes seven sections:

- A complete Shipping Services Directory with detailed information on trade lanes, shipping lines calling the port, agents representing those shipping lines, terminal operators and stevedores, etc. The section has hyperlinks to port users who have their own sites;
- Features of the Port of Montreal, with general information on facilities and services, cargo traffic, intermodal connections, statistics, etc.
- The Montreal Port Corporation;

- News, featuring the latest press releases; and
- Vessel Arrivals and Departures and water levels in the port, updated twice a day.

Two other sections are under construction and will be completed in May. One is reserved for the harbour master's department and the other will feature articles from *PortInfo* magazine, published periodically by the Montreal Port Corporation.

All information on the Web site is available in English and French.

Oceanwide, well known for its Web site work in the maritime industry, developed the Port of Montreal site under the supervision of the port corporation's communications department, assisted by information technologies.

Montreal graphic artist and designer Pierre Fleury created the site's graphic design.

You can send electronic mail to the Port of Montreal via the site or through the port's E-Mail address at info@port-montreal.com

Prince Rupert: Flexible Service Thru Rail Pact

THE Port of Prince Rupert has seen the first fruits of the reciprocal agreement signed last fall between BC Rail and CN Rail. A test shipment of forest products from the BC Rail system arrived at Fairview Terminal aboard BC Rail cars early in June.

The test shipment is the first traffic realized from the deal announced last fall by Dan Miller, Minister of Energy and Mines and Minister of Northern Development, at the Premier's Summit in Prince George.

The agreement is intended to lead to a more competitive and efficient northern rail transportation network by addressing the interchange of traffic between BC Rail and CNR in Prince George and providing for reciprocal access for each operator on the Northern line.

For the Port of Prince Rupert this means greater access to producers by utilizing BC Rail's north/south line, giving western Canadian shippers access to the many advantages of the Port of Prince Rupert, more flexible service and pricing options and shorter transit times.

Ports Seek Gen'l Treasury Funding for Maintenance

U.S. public port authorities are advocating a return to funding navigation channel maintenance from the U.S. General Treasury, following the recent Supreme Court decision that declares the Harbor Maintenance Tax (HMT) unconstitutional.

"There is no user fee system that can equitably raise revenues from the users of navigation channels in reasonable relation to the distribution of national benefits," said Kurt Nagle, president of the American Association of Port Authorities (AAPA). "A number of options were considered during the divisive debates over funding between 1981 and 1986 but the only option to survive was the ad valorem HMT. Since the Supreme Court has declared the tax unconstitutional, the only acceptable funding option for all parties is going back to the days before 1986, when Congress appropriated the funding from general revenues."

Congress in 1986 chose to enact a uniform ad valorem tax on cargo, recognizing that other options could be injurious to the nation's trading position and to individual ports. For example, assessment of a tonnage fee on cargo or vessels would severely affect the marketability of bulk commodities, such as grain or coal, where pennies a ton can make or break a sale. These industries would effectively be locked out of international markets with a tonnage fee.

Another alternative considered during the 1980s debates would have required local ports to raise their own funding for maintenance dredging. Local funding of maintenance would alter the competitive relationship between ports, putting ports with more expensive dredging needs at a disadvantage. Like a tonnage tax, local funding would increase transportation costs, pricing bulk commodities out of international markets either through increased charges at the currently utilized ports or by increasing inland transportation costs due to diversion from the inland waterway system. It would also very likely decrease shipper options by decreasing the viable number of ports, therefore raising consumer prices.

By applying a uniform fee on all cargo moving through any port in the country, the HMT did not affect the competitive position of any port. This is true relative to most U.S. ports. However, to avoid paying the fee, some cargo has

been diverted to Canadian ports. Other options for raising revenue from direct users of the navigation channels are not likely to produce sufficient funds.

In addition, direct navigation users are already significantly taxed. A 1993 General Accounting Office study found that 12 Federal agencies levy 117 assessments on waterborne trade. In 1996, receipts from these fees were 154 percent of the level raised only ten years earlier, making exports more expensive and less competitive in international markets. Shippers are already paying user fees for many government services that support imports and exports.

"The benefits of safe and efficient trade provided by a national system of navigation channels are spread throughout the country," Mr. Nagle added. "In addition, the benefits to the nation resulting from national defense, commercial fishing, and recreational users are immeasurable. Assessing fees on these users, however, was not part of the 1986 HMT funding mechanism. The costs for dredging should be spread across the whole nation because all our citizens benefit. The Federal government recognized this long ago and should remember it now, especially when trade is more integral to our economic prosperity each day."

Background Information on the Harbor Maintenance Tax

Deep draft ports accommodate ocean-going vessels which move over 95 percent of U.S. overseas trade by weight and 75 percent by value. The prime beneficiaries of adequately maintained, deep water navigation channels are not the ports themselves, but U.S. producers and consumers, the shipping community and its customers – importers and exporters. Without adequate funding for channel maintenance, there could be serious implications for U.S. competitiveness in international trade.

U.S. port development is a shared responsibility of the Federal, state and local governments, with extensive private sector participation. The U.S. Constitution grants the Federal government exclusive jurisdiction over the navigable waters of the United States, including its deep draft channels and harbors. Under this arrangement, the Federal government maintains harbor access channels, while individual ports construct and maintain the landside facilities, dredge their own berths, and cost-share improvements such as widening or deepening non-Federal

channels.

In the same way that highways are plowed clear of snow and ice in the winter, more than 90 percent of the nation's top 50 ports in foreign waterborne commerce require regular maintenance dredging. Together, these ports move nearly 93 percent of all U.S. waterborne commerce in a given year. Regular dredging also keeps waterways safe for navigation. Channels that accumulate sediment become dangerous because they increase the risk of ships running aground.

The Water Resources Development Act of 1986 imposes a Harbor Maintenance Tax on the value of imports, exports and domestic cargo transiting U.S. ports. This money is paid into a Harbor Maintenance Trust Fund which is used to reimburse the navigational channel "operations and maintenance" costs incurred by the U.S. Army Corps of Engineers at coastal and Great Lakes' ports. The revenues are used to maintain the nation's harbors and shipping channels, not for improving them. Federal funds for widening and deepening channels come from the General Treasury, with a local cost-share provided by ports.

Under the original enactment, the HMT was to be equal to .04 percent of the value of the cargo and to generate sufficient funds to recover 40 percent of the Corps' operation and maintenance costs. In 1990, as part of The Omnibus Budget Reconciliation Act, the tax was increased to .125 percent effective January 1, 1991, with the objective of recovering 100 percent of these Corps costs. The tripling of the tax in 1990 resulted in a \$1.2 billion surplus in the Trust Fund in September 1997. Prior to the Supreme Court decision, the surplus was expected to reach nearly \$2 billion by the end of fiscal 1999.

According to the U.S. Army Corps of Engineers *Annual Report to Congress on the Status of the Harbor Maintenance Trust Fund*, slightly more than \$4 billion had been collected between October 1, 1986 and September 30, 1996. The U.S. Army Corps of Engineers report shows collections of \$736 million in fiscal 1997. Transfers from the fund totaled more than \$549 million in fiscal 1997 (\$536 million for the Corps of Engineers for operations and maintenance dredging).

The U.S. Supreme Court issued a short, unanimous decision in March 1998 finding the HMT unconstitutional as applied to exports. The decision states that the HMT is a tax, not a user fee, because the ad valorem tax is not a fair approximation of services, facilities

or benefits furnished to the exporter. The Court said that in order to be a user fee, the connection between a service the government renders and the compensation it receives for that service must be closer than is present in the case.

Georgia Ports Heading For Record Performance

CARGO handled via Georgia Ports Authority facilities statewide during the first nine months of fiscal year 1998 (July 1997 - March 1998) surged ahead 6.1% to 8,539,464 tons, an increase of 493,228 tons over the corresponding nine month period one year ago. Total volume through all facilities for March, 1998 totaled 1,013,356 tons, the third highest total for tonnage during a single month in the history of the Georgia Ports Authority. Current projections indicate that FY98 tonnage totals will exceed last year's record-setting mark of 10,810,904 tons by 6% to 8%.

Container traffic at the Port of Savannah continued to show impressive gains. Twenty-foot-equivalent units (TEUs) handled through the terminal totaled 546,670 while container tonnage surpassed 4,300,000 tons during the first nine months of FY98, representing increases of 8.3% and 10.9%, respectively. Container tonnage for March, 1998 totaled 505,986 tons, up 22,401 tons (+4.6%) in comparison to March, 1997. March, 1998 represented the third most productive month for container tonnage activity in the history of the GPA.

General cargo tonnage at GPA facilities statewide totaled 2,379,457 tons, a decrease of 5.2% over the same nine month period last year. The modest decline can be attributed in part to such factors as a temporary downturn in the Asian economy, resulting in carrier incentives to ship traditional forms of general cargo via container.

Bulk tonnage moving through the Georgia Ports Authority's deepwater ports and inland barge terminals totaled 1,858,185 tons, up 201,447 tons, or 12.2%, over the same nine month period in FY97. At the Port of Brunswick's Colonel's Island Agri-bulk Facility, bulk tonnage totaled 244,788 tons for the first nine months of FY98, an increase of more than 212,000 tons over the same period last year.

Commodities showing strong growth included soybeans, wheat and barley.

Automobile movements via the ports of Savannah and Brunswick continued to enjoy significant growth during the first nine months of FY98 with a total of 130,929 units handled. The Port of Savannah's auto count was 3,480 while

the Colonel's Island Terminal at the Port of Brunswick recorded 127,449 units, up 32,909 units or 34.8% as compared to the first nine months of FY97.

Vessel traffic calling the ports of Savannah and Brunswick during the first nine months of FY98 totaled 1,757 vessels, an increase of 6.8%.

Georgia Ports Authority Facilities Nine Month Results

	FY'98	FY'97	Difference	% Change
Container Tonnage	4,310,822	3,878,410	+423,412	+10.9%
General Cargo Tonnage	2,379,457	2,511,08	-131,631	-5.2%
Bulk Tonnage	1,858,185	1,656,738	+209,109	+20.1%
Total Tonnage	8,539,464	8,046,236	+493,228	+9.5%
TEUs	546,670	504,740	41,930	+8.3%
Vessel Count	1,757	1,645	112	+6.8%

"The results for the first nine months of fiscal year 1998 are in line with our initial projections and we are pleased with the figures to date," stated Doug J. Marchand, Executive Director of the Georgia Ports Authority. "Overall, we

are projecting a 6% to 8% increase in total cargo volume at the close of our fiscal year on June 30. Fiscal Year 1998 will mark our eleventh consecutive year of growth, a tribute to our people, facilities and customers."

Long Beach: Hancock Elected Commission Head

JOHAN W. Hancock has been elected president of the Long Beach Board of Harbor Commissioners. Roy E. Hearrean was named vice president of the panel that governs the Port of Long Beach.

In an annual rotation of officers, Dr. John E. Kashiwabara was chosen as secretary, and George M. Murchison named the assistant secretary. The other member of the five-member commission is outgoing president Carmen O. Perez.

In taking the gavel, Hancock said "job one" would be to continue the work that has made Long Beach the leading U.S. container port since 1994.

Among the challenges for the port, he said, is to find more space to handle the surging cargo volume. One key would be the redevelopment of the former naval complex on Terminal Island, he said. A long process is now culminating with the Navy's transfer of 500 acres of land to the port. Beginning later this summer with the cleanup of hazardous materials, the port is planning to construct container, petroleum, steel and lumber terminals, and a ship repair facility.

As president, Hancock will president

over the commission's weekly meetings, make committee appointments, and act as the port's chief spokesperson.

Among other key projects that Hancock cited was the identification of tenants for the new terminals at the naval complex, deepening of the channel outside the harbor breakwater, and on-going roadway and railway improvements, including construction of the \$2 billion Alameda Corridor.

He lauded Perez for her strong leadership during the past year. Hancock and Perez commended newly appointed Executive Director Richard D. Steinke and the port staff for a year of successes that included the opening of a 170-acre, \$277 million terminal leased to Hanjin Shipping Co., Ltd.

Long Beach: \$545.3 Million Budget for 1998-99

THE Long Beach Board of Harbor Commissioners has adopted a \$545.3 million budget for the 1998-99 fiscal year beginning Oct. 1. The proposed spending is 23 percent more than last year's \$443.3 million budget, in large part because of expen-

ditures earmarked to redevelop the former naval complex on Terminal Island.

The commissioners appropriated \$377.5 million for capital expenditures, a 45 percent increase for port construction projects. This includes nearly \$145 million for the first phase of about 300 acres of container terminal development at the old Long Beach Naval Station and Naval Shipyard. The port is considering the sale of \$350 million in bonds during the 1998-99 fiscal year to finance the beginning of the Terminal Island projects, which are expected to include container terminals, a ship repair facility, and petroleum, steel and lumber terminals.

Other budgeted capital projects include the start of a shipping terminal on Pier S north of the naval complex, road work on Ocean Boulevard and Anaheim Street. The capital works appropriation is a conceptual approval. The board must give specific approval for the individual projects before they go forward.

The commission plans to keep employment in the Harbor Department at nearly the same level as in the 1997-98 budget, with proposed staffing of 339 full-time and part-time workers in 1998-99.

Although a public agency, the port is not supported by taxpayers, generating revenues for its projects from its terminal leases. Port operating revenues for 1998-98 are expected to increase just slightly to \$187.6 million. Revenues from container terminals are projected to climb about 5 percent to \$125.5 million. That is expected to be largely offset by declines in bulk terminal revenues, which include the export of coke and petroleum coke, and the import of newsprint.

The port operates as a department of the City of Long Beach. With the vote by the Harbor Commissioners, the port budget next goes to the City Council for its concurrence. The council is expected to hold hearings on the various city budgets between mid-August and the end of September.

Long Beach Leases Naval Station, Shipyard

THE Long Beach Board of Harbor Commissioners voted Monday, June 22, to a lease that allows the port early use of the former Long Beach Naval Station and the Long Beach Naval Shipyard.

The Lease in Furtherance of Conveyance (LIFOC) allows the nation's busiest port to begin redeveloping the 500-acre complex in August.

The Navy agreed May 26 to transfer the closed Terminal Island complex to the Port of Long Beach to redevelop largely for shipping terminals. But before the Navy can transfer title it has to complete an environmental cleanup of the site, which will take about two years.

With the lease, the port plans to begin removing hazardous materials from non-historic structures in August at the Naval Station and the pier known as the Navy Mole.

The completion of hazardous materials abatement is scheduled to begin in the fall, as is demolition.

The port is planning to develop about 300 acres for container terminals, storage space for petroleum, lumber and steel. An office tower will be reused as a new police headquarters.

Part of the shipyard will be redeveloped as a ship repair facility.

The lease will take effect 30 days after a second, final vote. The lease will remain in effect for 50 years, or until the Navy transfers title. The lease spells out a three-phase transfer of title during the next two years.

The port will take immediate title to 650 acres of water, the West Basin, which is surrounded by the naval complex. It also will get 80 acres on Pier Echo, which was the eastern portion of the Naval Shipyard.

Another 200 acres, including the Naval Station and the Navy Mole will be transferred in fall 2000.

The port will not pay any rent under the lease. However, it will be responsible for the multimillion-dollar cleanup of the West Basin.

The Navy will retain a marine refueling terminal, and a former submarine nose cone facility.

jects aimed at enhancing cargo transportation efficiency, are also part of the Port's capital improvement program. In recent years, the program has included unprecedented dredging, landfilling and construction activity, including the opening last year of two new world-class cargo terminals on Pier 300.

LA Port Beautification With 200 Palm Trees

NEARLY 200 palm trees will be planted in Port of Los Angeles locations throughout San Pedro, Wilmington and Terminal Island as part of a beautification project that will include boulders, cobblestone, shrubbery and other durable, low-maintenance landscaping.

The project, estimated to cost \$125,000 to \$250,000, was announced recently in a Port presentation at the meeting of the Los Angeles Board of Harbor Commissioners.

"The effort by the Port of Los Angeles to enhance the San Pedro community with greener is very much appreciated," said Harbor District Councilman Rudy Svorinich, Jr. "Beautifying the area along Harbor Boulevard and 22nd Street in San Pedro and the Banning's Landing and other areas in Wilmington is a giant leap forward in improving the image other areas for the enjoyment of all."

Leland Wong, president of the Harbor Commission, stated, "Towering container cranes, massive trains and other powerful, heavy-duty equipment accurately characterize the Port of Los Angeles' rugged industrial landscape. There now is an opportunity, however, to enhance Los Angeles Harbor by creating a softer environment at key locations."

Larry A. Keller, the Port's executive director, added, "New landscaping will have great visual appeal at many popular Port gateways and serve as enduring landmarks for the enjoyment of everyone living and working here, as well as for our hundreds of visitors."

The beautification project represents a continuation of landscaping efforts coordinated through Port development of new cargo facilities, such as Global Gateway South and the Los Angeles Export Terminal on Pier 300, and redevelopment or expansion of existing complexes such as the container terminal operated by Yang Ming Line.

Potential locations for landscaping,

Los Angeles Budget for Major Capital Development

HIGHER revenues, lower operating expenses and continuation of major capital development were the dominant themes of the Port of Los Angeles' \$316.6 million budget for fiscal year 1998-99, approved by the Los Angeles Board of Harbor Commissioners.

Leland Wong, president of the Harbor Commission, stated, "The Port's new fiscal budget strongly reflects the management practices required to succeed in the present-day environment of extremely fierce competition."

"This approach required a process of assessment and evolution. The Port examined every aspect of its business operation, determined how to maximize its efficiency without sacrificing customer service and established a strategy for future growth."

Larry A. Keller, executive director for the Port of Los Angeles, noted, "The Port will succeed and thrive through evolution into an extremely efficient seaport, always dedicated to its customers, with the ability to grow quickly while adapting constantly to a volatile business climate."

The Port of Los Angeles' total fiscal 1998-99 budget of \$316.6 million is \$49.3 million, or 13.5% lower than the

\$365.9 million budget approved for fiscal 1997-98. The Port's total operating revenues in the 1998-99 fiscal year (ending June 30, 1999) are anticipated to reach \$207.4 million, a 4.6% increase over the 1997-98 fiscal year figure of \$198.3 million. Shipping services such as dockage and wharfage totaling an expected \$162.6 million will account for nearly 80% of total operating revenues. (Dockage refers to vessel-berthing charges; wharfage refers to cargo-related shipping fees.)

Meanwhile, total operating expenses in fiscal 1998-99 are expected to decrease by \$7.1 million, or 6.6%, to \$100.1 million. Lower costs are attributable to aggressive cost management, improved operating efficiency and management of staffing levels through attrition without layoffs.

The Port's total capital budget in fiscal year 1998-99 is anticipated to reach \$193.8 million.

The capital improvement program includes extensive dredging, landfilling and construction at Pier 400, where the Port will build the largest proprietary container terminal in the world. The new 315-acre facility will feature an on-dock railyard for highly efficient cargo transportation relays between ships and trains.

Extensive modernization and expansion of the Evergreen container terminal, as well as major infrastructure pro-

which could begin this autumn with planting of the palm trees, may include:

- Berths 69-70, near the Port Pilot station and Main Channel entrance
- Harbor Boulevard, near the World Cruise Center in San Pedro
- Sections of 22nd Street, Crescent Avenue, Miner Street, Beacon Street, Front Street, Pacific Avenue and John S. Gibson Boulevard in San Pedro
- Water Street, near the Banning's Landing Community Center in Wilmington
- Stretches of Harry Bridges Boulevard and Alameda Street in Wilmington
- Section of Henry Ford Avenue, Ocean Boulevard, Seaside Avenue, Navy Way, Earle Street and Terminal Way on Terminal Island

The beautification project complements the recent installation of a blue tarp fence covering along Harbor Boulevard near the World Cruise Center, and will include trimming trees and landscaping with a wind-resistant mulch produced by the City of Los Angeles' agricultural recycling program.

Seattle: On-dock Trains Loaded at Terminal 5

LONGSHOREMEN Friday (July 17) began loading container trains at Global Gateway North (Terminal 5), setting in motion the first full-scale on-dock intermodal relay of cargo at the newly expanded facility.

The terminal, located at the Port of Seattle and managed by the stevedoring subsidiary of APL Limited, will be officially dedicated on Sept. 11.

The relay of cargo from Asia also marks the redeployment of the New World Alliance's Pacific South 1 service to make a first call on the West Coast at Seattle. The redeployment was announced by the partners - APL, Hyundai Merchant Marine and Mitsui O.S.K. Lines - in June.

"This is a milestone event for use because of customers are now able to fully use this excellent facility," said Steve Sewell, managing director of the Port's Marine Division. "Full-length intermodal trains can be loaded entirely at the terminal and leave directly for inland destinations."

Previously, the containers had to be

loaded at separate rail facilities in a manner that was time-consuming and interfered with city traffic, Sewell said. Now, trains can be loaded immediately on the dock without causing congestion downtown.

The containers aboard the APL Korea will be loaded on three 24-car double-stack trains bound for New York and Chicago. Longshoremen are working day and night to get the trains underway immediately.

The New World Alliance's express PS1 service will call weekly at Global Gateway North, a 16-acre facility that features highly efficient on-dock rail operations using cutting-edge technology.

The Alliance chose Global Gateway North for its PS1 express service to bypass any possible congestion in Southern California, to take advantage of the Port's superior transit times to the U.S. Midwest and Northeast, and because of its efficient container handling capabilities.

The latter has been made possible in part by members of the International Longshore and Warehouse Union who have worked closely with the terminal operator to create a highly efficient and safe work environment at the terminal.

"We have worked long and hard to get this started," according to a statement from ILWU Local 19. "This is encouraging and we're hopeful this will grow."

Terminal 5 Expansion for APL

To lay the foundation for projected container terminal development, the

Port of Seattle began work in 1991 on an Environmental Impact Statement (EIS) and property acquisitions in the Southwest Harbor region.

In November 1992, the Port and American President Lines announced a tentative agreement to nearly double APL's operations at Terminal 5. The expanded terminal (160 acres with the option for an additional 30 acres) ties in with the Port's Container Terminal Development Plan and work already underway in the Southeast Harbor.

Project Specifications

- Expand APL's current Terminal 5 operations from 83 to 160 acres by 1998 with an option to expand up to 190 acres.
- Provide facilities to load/unload two, full intermodal trains (on-dock rail) for more efficient movement of containers. In addition, the facility will have the capacity for storage of two full trains.
- Extend the existing dock for ship berthing by 400 feet. If APL's exercises the 190 acre expansion option, additional berth capacity would be added by extending the ship moorage area by 1000 feet.
- Construction of a new gatehouse, container freight station, maintenance and repair facility, and arrival and security building.
- Provide two additional container cranes as operations require.

Economic Impact

Through APL's Seattle expansion, the Port is continuing to provide the



facilities and infrastructure to fulfill its mission and serve as a regional economic catalyst. As a result of the new terminal, shipping activity will increase and generate substantial economic impact.

- 1,000 direct jobs within the transportation industry and

- 500 induced jobs in the service sector.
- \$60 million annually in new personal earnings.
- \$220 million annually in new business revenues.
- \$4.7 million annually in new taxes collected by the state and local governments.

Africa/Europe

BNFW's New Banana Terminal in Antwerp

IN May Belgian New Fruit Wharf (BNFW) opened its new banana terminal in the Leopold Dock. The specialist fruit handler has invested 800 million BEF in the project. The new facilities stand at berth 212 on the north side of the dock and will handle 5,000 tonnes of bananas every week, brought in on board Chiquita's specialised ships. The cargo is discharged by using weather-proof palletveyors capable of handling 4,000 pallets every eight-hour shift. The bulk of the incoming bananas are destined for other European countries. 83% of the customers receive their bananas by road, while the remaining 17% receive them by rail. The storage facility is fully automatic and permits the storage of 3,000 pallets in temperature-controlled conditions. A barcode system is used to control the storage, with each barcode including also information about the final destination and the transport mode. 18 trucks and 13 rail wagons can be loaded simultaneously.

The total area of the storage and handling facility is 13,000 m², which permits the handling of 500,000 tonnes of bananas every year, although in exceptional conditions this can be pushed up to 700,000 tonnes a year.

Antwerp: World's Largest Inland Container Carrier

ON 6 April the inland container carrier *Jowi* called at the port of Antwerp for the first time. With its length of 134.5 m and width of 17 m it is the world's largest inland container carrier. The vessel has a maxi-

mum capacity of 398 TEU when the containers are stacked four high, and 470 TEU when they are five high. The draught however never exceeds three metres. The vessel costs BEF 200 million, which is a real bargain if one considers that the *Jowi* replaces some 200 lorries.

The ship is commissioned by Combined Container Services (CCS) between Antwerp, Rotterdam, Ludwigshafen, Koblenz, Bonn, and Würth. The line has a fixed sailing schedule; each Monday, the *Jowi* will call at Antwerp, where it will be handled at Hessenatie's Europa terminal.

Last year the port of Antwerp had a turnover of more than one million TEU through inland shipping, which represented a 23.3% increase on the previous year. Fifty-seven million tonnes, i.e. half of the maritime traffic, is shipped by inland vessels.

It is clear that inland navigation is also following the trend towards ever greater size and efficiency. And when it comes to stimulating alternative modes of transport, Antwerp is always in the vanguard of things. (Port News)

Lecomte Named Head of Port of Le Havre Authority

JEAN-Pierre Lecomte was elected Chairman of PAH (Port of Le Havre Authority) at the meeting of the Board of Directors. He succeeds Eric Leloup who served as Chairman from

January 26, 1994.

Jean-Pierre Lecomte, PAH Member of the Board since January 1994, was appointed Vice-Chairman on June 27, 1997. In addition, he was President of the Maritime



Mr. Jean-Pierre Lecomte, Chairman of the Port of Le Havre Authority

and Port Association of Le Havre from 1993 to 1997. He also served as Council Member of the Chamber of Commerce and Industry of Le Havre, Member of the Board of the University of Le Havre, Counselor to the Bank of France and Member of the Board of the Employers' Association of the Le Havre region.

His professional career is entirely dedicated to transport. He successively occupied senior posts in freight forwarding and shipping companies (Plate Ruys-Jokelson). Today, J.P. Lecomte is CEO of Trancto France Le Havre (Road Haulage), of Cargo Claims Services (a Transport Claims Office), Manager of the SHST Company (Trailer Rental), Director of the Chegaray Group (Marine Insurance and Transport), and Member of the Board of Sofinser (Holding and Consultancy Company) and Normandie Entrepôts (Via Entreports) Le Havre.

Le Havre Seminars on Communication, Safety

THE Le Havre Port Studies Center (IPER), which last year celebrated the 20th year of high-level training, is offering a program for 1998 that is unique in Europe. Besides such staples as port operation and management, marine works and port maintenance, and traffic management in ports, two seminars are programmed on the new themes of communication and security within ports.

The Center was founded jointly in 1977 by the Le Havre Chamber of Commerce and the Port of Le Havre Authority and to date its courses have been attended by more than 5,500 people, including over 2,700 foreigners from some 140 different countries.

(Flashes)

Maersk's New Container Service in Bremerhaven

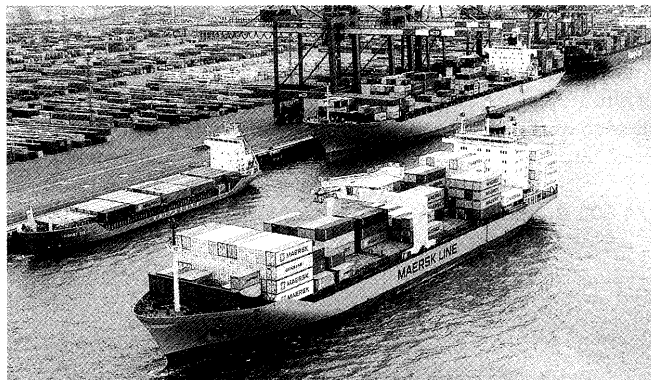
THE *Chastine Maersk* was the first vessel of a new Maersk container service connecting Northern Europe directly with some destinations in the South of North America and several ports on the westcoast of South America. In Germany the only port of call is Bremerhaven. This was decided due to the strong position of this port for transatlantic traffic and the quality of the BLG Container Terminal Bremerhaven.

The handling figures of the terminal, situated directly on the North Sea coast,

rose by 10.5 percent to more than 1.7 million containers (TEU) in 1997. Within the first quarter of this year an increase of 16 percent has been achieved.

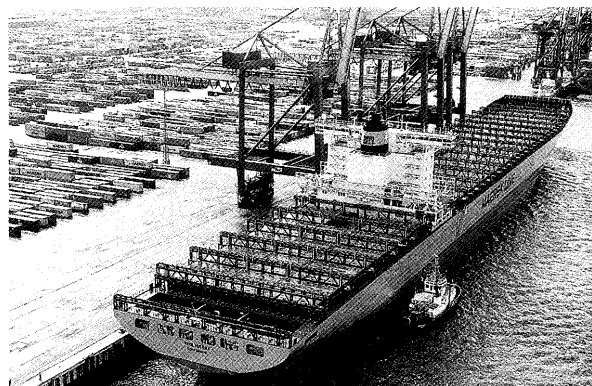
The rotation of Maersk's new liner service with weekly departures includes the ports of Bremerhaven, Rotterdam, Le Havre, Charleston, Free-port, Miami, Cartagena, Baranquilla, Manzanillo,

Buenaventura, Manta, Callao, Arica, San Antonio, Guayaquil and Puerto Limon.



Newly Built Sine Maersk Docks at Bremerhaven

THE most recent new vessel of the Maersk Line, the *Sine Maersk*, docked at the BLG Container GmbH & Co. river quay in Bremerhaven. At first, not a single container was found on the ship's deck since Bremerhaven is the first port of loading for this container vessel. By the afternoon, however, 750 containers had been loaded on board.



The *Sine Maersk* is the fourth vessel of the S-class and thus together with her "sisters" the largest container ship in the world. Five other ships of this class are scheduled to follow. The ship will be used for Far East AE 1 service and replaces its smaller half-sister, *Regina Maersk*.

4 Irish Ports in Joint Venture to Install VTMIS

IN the presence of Irish Minister for the Marine and Natural Resources, Dr Michael Woods, the ports of Cork, Shannon Estuary, Waterford and Rosslare, Tuesday (7 July) signed £2.4 million contracts with STN Atlas of Bremen, Germany to install state of the art Vessel Traffic Management Information Systems (VTMIS).

The VTMIS represents the latest technology and includes upgrade VHF communications, multiple radar sites, CCTV and transponder systems which will automatically identify suitable equipped vessels even when outside of the area of radar coverage.

It is expected that these systems will be mandatory for all vessels within five years. Portable laptop computers connected through mobile phones will allow access to the systems by harbor masters and pilots from remote locations.

This unique port cooperation, co-ordinated by the individual harbor masters,



At the signing of VTMIS contract at Cork are: (L to R) Mr Ben Gavin, Chairman, Waterford Harbor Commissioners; Mr Pat Hayes, Vice Chairman, Shannon Estuary Ports; Mr Frank J Boland, Chairman, Port of Cork; Mrs Margitta Hohmann, STN Atlas; Dr Michael Woods TD, Minister for the Marine and Natural Resources; and Capt Aidan Jameson, Harbor Master, Rosslare Port.

is considered to be the first of its kind within Europe. It is designed to expand

and upgrade existing port operations systems in order to improve vessel safe-

ty, the surveillance of maritime traffic and to provide up to date weather and tidal information to all vessels in the harbors and approaches.

The issuing of a single tender covering four ports was designed to achieve economies of scale in project costs, commonality of equipment, maintenance costs and the stocking and provision of spare parts. As a single tender it also brought the project within the scale of the leading VTS suppliers.

The project was funded by the ports with generous assistance from the EU Commission. It was supported by the Department of the Marine and Natural Resources and it complements the Department's plans to improve coastal surveillance. The radar signals will be available to the Irish Marine and Emergency Services headquarters through remote data links.

The following are some of the benefits which will accrue from the provision of the VTMS:-

- Enhanced vessel safety
- Continuous monitoring and recording of vessel movements in the Ports and approaches
- Better quality management of traffic will provide a more cost effective operation
- Up to date meteorological and hydrographic information available to port users
- Enhanced search and rescue capabilities
- More effective pollution control

STN Atlas Elektronik GmbH is one of the leading VTMS suppliers and has installed systems worldwide for over forty years.

Cork Launches New Port Logo and Port Yearbook

FOLLOWING the completion of a successful first year's trading as a State owned company, the Port of Cork has launched a new port logo and port yearbook. Designed by Pontiac Design Cork, the new logo is an adaptation of the port's traditional Cork coat of arms. The clean fresh approach is designed to project the image of a commercial, progressive port while conveying a strong sense of tradition and maturity.

The new logo is featured on the front cover of the yearbook and it greatly complements the other improvements to the book. The improved binding, additional use of colour and the superior



At launch of Port of Cork's new logo and yearbook are: (left to right) Des O'Neill, Hillgate Publishing; Fran Walsh, Pontiac Design; Pat Keenan, Chief Executive; Frank Boland, Chairman; and Sean Geary, Marketing Manager.

presentation of information and statistical data combine to enhance a yearbook

which is such a valuable source of information for all users of the Port of Cork.

Port of Göteborg Key Link In New Transport System

THE STORA forest group has decided to appoint Göteborg baseport in the group's new Sweden-to-Continental Europe transport system. The other port will be Zeebrugge in Belgium. The export flow of STORA paper, until now shipped via south Swedish ferry ports, will now include a longer sea-leg and an integrated sea-railway system, in itself a revolution. The change, largely triggered by environmental aspects, will triple STORA paper shipments through the port within a few years' time.

The system is based on a covered cassette that can be moved by rail in Sweden, thereby making this version of the cassette concept a truly intermodal tool: it can be stuffed at the mill, shipped by rail to the port and by vessel from there. The 'box' is larger than a 40-foot container and not suited for stacking.

STORA is already using the Port of Göteborg as a breaking-point for its Sweden-to-UK and Sweden-to-Continental Europe shipments. These are based on the cassette, and ro/ro operator Tor Line is covering the sea-leg to Immingham (UK) and Ghent (Belgium) with six and five weekly departures, respectively.

"We are proud to be part of the new system to be built by the STORA group for its Continental and UK shipments," commented Gunnar Nygren, managing director, Port of Göteborg AB. "We have been part of the group's transport systems to the UK and the European continent for ten years, and we regard the invitation to the new system as an approval of the quality we have been able to render."

Three ro/ro vessels will be chartered to cover the sea-leg of the transports, using the Älvsborg Harbour at Göteborg as their Scandinavian base. Belgian operator Cobelfret has been awarded the task to fill the volume of



Box prototype in Göteborg's Älvsborg Harbour.

the vessels not occupied by the STORA base cargo.

The traffic start is set for autumn, 1999, and the Port of Göteborg will build a new berth at its Älvsborg facility for this traffic. The berth will have two fixed ramps, one for the main deck

and one for the weather deck.

New terminal tractors will be purchased, and these will be facing the challenge of pulling a maximum of 110 tonnes up the weather deck ramp; this weight includes the box, the cargo, the tractor and a transliifter.

Also, a physical train-to-terminal interface will have to be installed near the berth. The shifting technique is still under development.

All in all, the port investments at Göteborg's Älvsborg facility will cost the equivalent of US\$20 million.

Year's First Cruise Liner Visits Port of Barrow

THE 9,783 gt* *Princess Danae*, the first cruise liner to call into Associated British Port's (ABP) Port of Barrow this year, recently sailed into the Cumbrian port.

Arena Travel chartered *Princess Danae* from Lisbon-based Arcalia Shipping for its 12-day Round the British Isles cruise which took 352 passengers to picturesque destinations around Britain and Ireland.

Captain John Green, Port Manager, ABP Barrow & Silloth, welcomed *Princess Danae* to Barrow said: "It is a coup for the area to have such a prestigious visitor call at the Port of Barrow. We were delighted to host *Princess Danae* and Arena Travel; we hope it will be the first of many more of their visits to the region."

Graham Saddler, Sales and Marketing Director, Arena Travel, said:

"The Lake District boasts some of Britain's most spectacular scenery and is a sought-after destination by our passengers".

Inchcape Shipping Services, the

ship's agents, were instrumental in attracting *Princess Danae* to the Port of Barrow.

As a result of the cruise industry's interest in the area, a new cruise-marketing campaign has been established

by a private and public partnership comprising ABP, James Fisher & Sons, Barrow Travel, The Furness Tourism Partnership and Furness Enterprise.

*gt = gross tonnage



Princess Danae recently sailed into Associated British Ports' (ABP) Port of Barrow. She is the first cruise ship to sail into the port this year.

Differentiated Port Dues In Force at Helsingborg

THE board of directors of Port of Helsingborg have decided that from July 1, 1998 an environmental differentiated harbor tariff will be valid in the Port. The decision on environmental differentiated dues is based on the agreement made (in 1966) between the Swedish Association of Port and Stevedore Companies, the Swedish Maritime Administration and the Swedish Shipowners' Association, namely that strong measures shall be taken in order to reduce vessel generated air pollution. One measure is to differentiate harbor dues and other shipping dues in order to stimulate the use of environmental improvements.

Who can obtain the reduced dues?

In order to obtain the reduced harbor dues it is required that the Swedish Maritime Inspection issue a valid reduction certificate for nitric oxide. In order to obtain a sulphur discount it is required that shipowners or their representative make a commitment and guarantee that only low-sulphur fuel is used and stored in all the bunkertanks of the ship.

A request for nitric and sulphur oxide discounts respectively must be made at the same time as the report of the ship's call at the harbor.

A list of the more than 700 ships which have obtained sulphur oxide discount can be found on: www.maritime-forum.se

'Radisson Diamond' Calls At ABP's Port of Ayr

RADISSON Seven Seas Cruises' 20,295 GT *Radisson Diamond* sailed into Ayr on the morning of Wednesday, 24 June, for a one-day visit to Associated British Ports' (ABP) Port of Ayr with 320 American passengers and 220 crew on board.

The twin-hulled *Radisson Diamond* visited Ayr during the Scottish part of its itinerary. The cruise started in Dublin and called at Belfast before arriving at Ayr, from where she headed for Oban and other Scottish ports.

Doug Morrison, Port Manager, ABP Ayr and Troon, said it is the first cruise ship to call at the port for some years.

"We are delighted that Radisson

Seven Seas Cruises has chosen Ayr as a destination. We hope the ship will be the first of many cruise liners to visit our port and the numerous outstanding attractions which the area has to offer," he said.

Mr Morrison added that winning this prized cruise business was the result of a well-managed partnership among ABP, Ayrshire and Arran Tourist Board, Morrison Tours, Cruise Scotland, South Ayrshire Council and JA Gardner and Company Limited.

Radisson Diamond was designed by Norwegian Peter Yran and Bjorn Storbraaten and built in Finland in 1992 at a cost of US\$200 million. It boasts 245 suites, 80 percent of which have their own private balconies.



Radisson Seven Seas Cruises' Radisson Diamond recently sailed into Associated British Ports' Port of Ayr, part of a Scottish tour.



21st World Ports Conference

Kuala Lumpur, Malaysia

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

Honorary Members

Free Registration
(FOC)

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

Asia/Oceania

Melbourne 1st Australian Port to Top 1 Million TEU

VICTORIAN Treasurer, Alan Stockdale, announced Melbourne had become the first Australian port to handle more than one million containers in a year.

Mr Stockdale said the achievement during 1997-98 confirmed Melbourne's position as Australia's premier port, contributing about \$5.4 billion a year to the national economy.

"The port's performance in the past financial year supports the State Government's policy to encourage greater competition and efficiency in the port," Mr Stockdale said.

"Thirty-nine percent of Australia's containerised trade passes through Melbourne – almost double the volume of Brisbane, Fremantle and Adelaide combined, and 10 percentage points ahead of Sydney.

"The Melbourne Port Corporation believes annual trade throughput will exceed the port's capacity of about 1.5 million containers a year, reaching 1.8 million by the year 2006 and two million by 2008.

"On those projections, substantial investment will be required to ensure we retain our position as the most important port for Australian businesses."

Mr Stockdale said the port handled its one-millionth container during June. Final trade figures for 1997-98 are expected to be announced in August.

The chairman of the Melbourne Port Corporation, Mr Tony Hodgson, said the port had recorded average growth in container trade above eight percent since 1992.

"The corporation has encouraged more than \$140 million in private sector investment since March 1996 and overseen \$23 million in capital works programs," Mr Hodgson said.

MPC chief executive Mr Jeffrey Gilbert said the Port of Melbourne's importance was based on its geographical location at the centre of a triangle linking Sydney, Adelaide and Hobart.

"The port is served by over 40 shipping lines, with containers moving to or from more than 200 direct call ports around the world," Mr Gilbert said.

The leading destination for Melbourne's containerised exports was New Zealand followed by Japan, China,



United States, Taiwan and Papua New Guinea. Leading countries of origin for Melbourne's containerised imports included the United States, China, Japan and New Zealand.

Mr Gilbert said the port's performance had not been greatly affected by recent economic events in Asia, with countries including China and Taiwan maintaining high levels of trade.

"Total trade with China had grown by over 5%, South Korea by over 28%, Singapore by over 12%, and Japan by over 14%, he said.

Sydney: More Emphasis On Waterfront Reform

IN commenting on the recent Productivity Commission Report, Greg Martin, CEO of Sydney Ports Corporation, did express some concern over the initial interpretation of some of the data produced. He drew attention to early assessments that had ignored the carefully worded notes of caution within the report. He referred to readers jumping to conclusions based on particular comparisons. He also went on to state that Sydney Ports had been a strong advocate of the position that waterfront reform is about far more than crane rates, a fact which the report acknowledges. It takes many groups working together, from towage companies to pilots, stevedores, governments, land transport and port authorities to improve waterfront performance.

Greg emphasised the SPC will continue its ongoing efforts to work with all in the port community to improve industry performance. This included working with rail and road transport companies to improve the movement into and out of the port and with shipping companies to improve delivery of service to them.

(P&O Ports Newsletter)

Port of Kaohsiung Investment Environment**Redevelopment Proposals**

PORT of Kaohsiung's hinterland city is huge, and its potential is boundless. City of Kaohsiung has a total area of 153 km². The population is 1.43 million, over 900,000 of whom are economically active. Business activity is prosperous.

Port of Kaohsiung is the marine transportation hub of South Taiwan. Its business potential is limitless.

Kaohsiung Multifunctional Finance and Commerce Park Plan

Opening will be separated into three periods, the developed area will cover 580 hectares, and the operation is scheduled to be completed in 2005.

Main functions – cargo packing and distribution, storage and transfer, finance, insurance, telecommunications, research and cultural activities.

Export Processing Zone and Kaohsiung Storage and Transfer Area

The developed area is 210 hectares, the first stage of development is scheduled to finish by July 2000.

Main functions – storage and export, undertaking up and down stream production, offering a multifarious development space, and increasing international competitiveness.

The area will possess the qualities of a free trade environment.

South Taiwan Technical Industry Park Plan

The total area is 638 hectares, public facilities will be opened in two stages; the first is scheduled to be completed in 2003, and the second in 2009.

Main functions – to offer assistance to hi-tech industries (including IC production, microelectronic precision instrument production, and agricultural biotechnology).

Kaohsiung City Downtown Land Reclamation Plan

Opening is in three stages. The reclaimed area will be 4,186 hectares. The first stage will reclaim an area of 1,010 hectares, and is scheduled to finish in 2008. It will offer development for hi-tech industries and port related industries.

The second stage will reclaim an area of 1,491 hectares and is scheduled to be completed in 2010. It will be developed for the Southern International Airport.

The third stage will reclaim an area of 1,685 hectares and is scheduled to open

in 2020. This area will be used by aviation-related industries.

Port of Kaohsiung 2020 Main Development Plan

- Readjustment of port operation area.
- Offshore container terminal construction.
- Dalin Commercial Port Area (all purpose energy source, mining industry, and petrochemical raw material unloading and storage center)
- Port area external communications connection system.
- Navigation aids system.
- Environmental protection plan.
- Computer system.

Briefing of Kaohsiung

Port of Kaohsiung is in an excellent location, the harbor is naturally formed, the port area is 26.8 km², and can take ships under 100,000 DWT. At present there are 113 berths, 25,140 m in length. These include 22 container berths, 6,655 m in length, which can take the 6,000 TEU Post-Panama type container ships. It is one of the major ports in the world which has worldwide seaborne links extending to the five continents.

The container traffic volume in 1997 was 5.69 million TEU, which makes it Taiwan's largest international commercial port, and the third largest container port in the world. Well-known container shipping companies all have exclusively operated container berths in the port.

At the moment Port of Kaohsiung Container Terminal No.5 is rushing to complete construction of eight new berths, four of which have already been completed and are in operation. The others are scheduled to be completed in 1998.

At present the port's five container terminals have 57 container cranes which offer fast and precise service. Their annual loading and unloading capacity is 8 million TEU. They can quickly and efficiently deal with import, export, and transshipment containers. After Container Terminal No.5 is completed, the annual container loading and unloading capacity will be able to reach 10 million TEU.

To Boost Competitiveness Privatization of Port Business

The method of leasing out is used to operate the container berths.

At the moment 19 container berths are leased out to Evergreen Marine, Wan Hai Lines, OOCL, APL, Yang Ming Line, Hyundai Merchant, Hanjin, MAERSK, Sea-Land, and NYK.

There are other available container

berths which are open to shipping companies to lease.

Exclusively operated container berths charge about NT\$1,100 per TEU (US\$34).

The BOT or joint venture methods are used to facilitate container berth operation - for example, Container Terminal No. 5 berths 78-81.

Apart from basic construction work, all types of construction will continue to be privatized.

Development of Cargo Stevedoring and Contracting Services

This was undertaken by Kaohsiung Port Authority, but from January 1, 1998, shipping cargo loading and unloading contractors will undertake operations. Loading and unloading contractors will hire their own labor. Furthermore, free contracting of loading and unloading will greatly increase productivity.

Deregulation on Operational Restrictions

Leased-out container berths permits joint users.

Forwarders may prepare their own loading and unloading equipment, or buy equipment from the Kaohsiung Harbor Bureau.

Implementation of a flexible tariff, a reasonable port charge, and a simplified

charging system. At the moment Port of Kaohsiung has the most reasonable port charges of all international ports in Taiwan, for example:

- Loading and unloading charges
- General Cargo NT\$92.6/ton (about US\$2.8)
- Transit goods NT\$74.1/ton (about US\$2.3)
- Container NT\$1,893/TEU (about US\$58)
- Transit container NT\$1,337.5/TEU (about US\$41)

Offshore Shipping Center Promotion and Practice

Operation began on April 19, 1997. At present, Port of Kaohsiung is the only international port in Taiwan which has direct shipping links with the PRC, and has already opened mother ship direct sailing, which offers forwarders a chance to take advantage of trade opportunities.

Cross-Strait trade cargo is free to come in through a third country.

Establishing a Telecommunications System

The shipping-port business computer link has been joined by 136 shipping companies.

Conclusion

Port of Kaohsiung is an important

1st Anniv. of HK Special Region Feted in Tokyo

ON Thursday, 9 July 1998 a reception was held in commemoration of the first anniversary of the start of the Hong Kong Special Administration Region. Jointly hosted by Mr Robin Chu, Director, the

Tokyo Office of Hong Kong Trade Development Council (Mr Michael Sze as HKTDC Executive Director) and Japan Hong Kong Society in the Conference Room of the American Club, Tokyo, the reception was attended by some 200 representatives of the Hong Kong and the resident business circles.

The Hon Mr Cheng Yong Hua, Counsellor (Political), Chinese Embassy in Tokyo, delivered a speech on the 1st anniversary of the Hong Kong Special Administrative Region. He congratulated the 1st anniversary and anticipated the continued and sustained prosperity of Hong Kong as the world's business center. IAPH was represented by Mr R Kondoh.



Mr Cheng Yong Hua on the podium

center in the shipping routes of the Asia Pacific Region: it is placed at an appropriate location, the harbor conditions are excellent, the surrounding land is large, industry is developed, and incoming cargo is plentiful. It is extremely suitable for partnership as an Asia Pacific Marine Transshipment Center, a container transshipping base, and a global production distribution center.

Through cooperation with government policy, each aspect of Port of Kaohsiung's outstanding business operations can, without a doubt, look forward to both near future and long term development. We welcome forward-looking industries and shipping companies to invest, or use the port as an operational base. (KaoPort 21)

JNPT, Antwerp Sign Friendship Agreement

JAWAHARLAL Nehru Port Trust, the youngest Port in India which completed nine years on 26th May '98 formally established a friendship relationship with the Antwerp Port Authority, one of the oldest and highly professional ports in Europe. A Friendship Agreement was signed on May 28 at Antwerp by Shri R. Vasudevan, IAS, Chairman of JNPT and Prof. Dr. Baron Leo Delwaide, President of the Antwerp Port Authority who is also the Deputy Mayor of Antwerp.

The agreement outlines the spirit of mutual co-operation and confidence for advancement of both the organisations in promoting international maritime trade and provides that the two ports shall develop programmes encouraging better trade opportunities; exchange items, expertise, technological advances in promoting continued success and growth; work together on global trade issues to mutual benefit, and promote educational and cultural exchanges for increased understanding and appreciation.

In a brief ceremony held in the chamber of the President of the Antwerp Port Authority, Dr. Delwaide referred to the rich maritime history of India and complimented JN Port on its growth and performance. The Chairman of JNPT expressed the hope that the Friendship Agreement would enhance the trade opportunities between the two Ports and help JNPT in technology upgradation.

Container Growth Strong At Ports of Auckland

CONTAINER volumes at Ports of Auckland grew 15% in the six months ended in December 1997.

Auckland handled 251,500 TEUs in the half year, continuing the strong growth in container volumes through the port. Total volumes increased 4% to 5.6 million tonnes. Breakbulk cargo fell 18.5% to 1.6 million tonnes because of a drop in car imports. Imports of used cars fell 28% and new car imports dropped 23%.

The number of ship calls was down by 40 to 1,118, but this was offset by an increase in vessels over 10,000 gross registered tonnes, which carry bigger volumes of containers.

Speaking at the public release of the half year results, Chief Executive Geoff Vazey said the continuing growth in container volumes through Auckland reflected the increase in cargo being shipped in containers and the rise in volumes shipped by lines which use Auckland as their only New Zealand port.

"This rise in containerisation generally is good news for the New Zealand economy. It is value-added products that are transported in containers, whereas traditional unprocessed commodities are more likely to be carried in breakbulk form."

Ports of Auckland handled 52% of New Zealand's total container trade, but its container growth depended on more products going into containers rather than taking existing container market share off other ports.

Mr Vazey said some of Auckland's container growth was in trans-shipments.

"These are containers which are brought into Auckland on one vessel and loaded out on another. Many of these go into Australia via Auckland."

"This development relates directly to our concentration on attracting shipping lines to hub on Auckland and the investment in plant and facilities that will meet the needs of these clients."

Mr Vazey said the container growth could moderate over the next six months because of the fiercely competitive nature of the port business and the impact of the Asian economic crisis, but the port was confident of a steady performance.

"The growth that we are achieving does not depend solely on economic growth, but on the fundamental changes in international shipping and

transport. These changes, together with our continuing improvement in productivity, put us in a strong position to hold our own even in a difficult trading environment."

Operating revenue for the six months was \$81.5 million, up 15% on the same period in 1996. Net surplus before tax was \$30.8 million and the company had provided for \$10.2 million for tax.

The half year figures include a small number of non-recurring gains, mostly from the settlement of some land issues which had remained since the transfer of assets from the Auckland Harbour Board in 1989.

The Directors have declared an interim dividend of 9 cents per share.

Mr Vazey said the port was facing some higher costs, namely from higher local authority rates, water charges and border control measures. (Vital Link)

Tauranga: PM Launches Container Terminal

THE Prime Minister Rt Hon Jenny Shipley Thursday (30 July 1998) officially launched the Port of Tauranga's Container Terminal.

During her visit, the Prime Minister also christened the Port's new pilot vessel, "Te Awanui", and unveiled a sculpture commemorating the Tauranga Container Terminal's launch.

Port Chairman Fraser McKenzie said the decision to invest in the terminal facility represented an investment in the growth of customers' businesses.

"In 1990, when the Board approved the investment in developing a container facility at Sulphur Point, we foresaw a sustained increase in containerised cargo moving through the Port. That investment decision is now proving to be sound."

"In the past three years, the number of containers handled by the Port has risen by more than 50 percent. Container movements for the twelve months to the end of June were up 20 percent on the previous year, with a record 93,000 containers being handled."

Mr McKenzie said the Port's commitment to providing choice at the container facility met customers' needs for a competitive, quality service.

"Customers have a choice, it is up to the Port to deliver a service which is second to none – and that is a challenge we welcome."

"We are seeing a significant increase in the quantity of containerised dairy, kiwifruit, frozen meat and paper products handled at the Tauranga Container Terminal. We anticipate this trend will continue, with further growth in containerised cargo drawn from our regional hinterland," said Mr McKenzie.

Over the past year the Port has completed the final stages of the Tauranga Container Terminal development. It has installed a state of the art Navis information system which enables ship and yard planning to be managed to ensure faster vessel turnaround and highly efficient tracking of container movements. The Port has also purchased a fleet of 10 straddle carriers to enable efficient movement of containers.

Port of Tauranga Adjusts Services and Staff Ratio

A more efficient, cost-competitive service is the objective behind the establishment of a new Customer Service Centre at the Port of Tauranga.

Chief Executive Jon Mayson says the Port has been reviewing all aspects of its operations since last year, and the latest changes are part of an ongoing process to keep the business in step with customers' needs.

"Our decisions are first and foremost driven by the requirements of our customers. They want information, efficiency, and innovation. We recognise their businesses are going through a period of change and we must meet the challenges arising from that.

"The Asian recession means some of our customers are feeling a lot of pain at the moment. The Port, in turn, has to deal with the repercussions. The decline in export logging, which accounts for about 40% of our total business, will have a significant impact on our profitability in the foreseeable future."

Mr Mayson says these two factors have shaped the decision to establish a centralised, accessible Customer Service Centre which will be responsible for activities including:

- monitoring and communicating with shipping, including maintaining radio watch;
- logging times associated with all shipping services;
- allocating and deploying all labour

and plant associated with shipping and shipping services;

- allocating cargo storage areas;
- planning shipping movements and berthage;
- maintaining camera surveillance of the port;
- maintaining 24 hour communication with customers and service providers; and
- enhancement of security and safety.

The Centre should be operational within three months.

Mr Mayson says the consequent operational changes mean seven new positions will be created.

"However, the review has recognised that we need to position ourselves for the future to be more responsive to market fluctuations. We have looked at all our services with a view to increasing our flexibility of labour deployment. As a result, 25 positions will become redundant.

"During the next six weeks, we will be talking with our people and their bargaining agents as we manage our way through these changes. We will be seeking voluntary redundancies in the first instance.

"We anticipate being in a position to formally advise people about their positions with the Port by mid-June. We plan to advertise the new positions internally.

"I am not pretending that this will be easy for anyone at the Port. Ours is a dynamic business, and when there are substantial changes in our customers' markets, we must absorb the ripple effect.

"The challenge we face is to contain the impact of external events so we remain a profitable, responsive business with a skilled work force," says Mr Mayson.

Port Taranaki Welcomes Maiden Voyage Vessel

A notable arrival at Port Taranaki recently was the vessel *Clipper Conway*, which was on its maiden voyage.

The *Clipper Conway* called at New Plymouth to load containers of milk powder for the Central American market.

The vessel was built in Shanghai and left there in early January on its maiden

voyage.

Clipper Conway is the third of ten Confidence class vessels being built for Clipper Shipping of Denmark. On this voyage the vessel was under charter to NZAC Line.

The NZAC Line is represented in New Zealand by Shipping Enterprises and their Taranaki agent, Phoenix Shipping, was represented at a function to mark the maiden voyage by Bill Preston. (Westgate News)

PSA: Joint Venture for Mega Depot Operation

PSA Corporation has entered into a joint venture with four depot operators to operate mega container depots in Singapore and the region. The four depot operators in this joint venture are Poh Tiong Choon Contractors (Pte) Ltd, Allied Container Services Pte Ltd, Sea-Shore Transportation Pte Ltd and Singapore Transport Supply Service Pte Ltd.

The joint venture company, called PSA Container Depot Pte Ltd, will start operations from August 98. It will operate a 5.5-hectare container depot at Marina Wharves. Stacking empty containers up to eight-high, the depot will have the capacity to manage more than 300,000 TEUs moves annually.

The services provided by PSA Container Depot Pte Ltd include the storage, maintenance and repair, cleaning, pre-trip inspection and pre-cooling of empty containers, as well as surveys for damaged containers, inter-modal exchange of containers between container owners and the sale of old containers.

PSA will provide the facilities and develop a computerised depot system leveraging its capabilities in logistics and Information Technology. It will integrate depot operations with logistics and container terminal operations through systems links, giving shipping lines and container leasing companies real-time information to manage their container inventory. The partners in this joint venture will contribute their experience and expertise in depot operations, provide trucking services and bring new business to the joint venture.

PSA Container Depot Pte Ltd also plans to expand its services internationally, focusing initially on Asian countries. It will provide a comprehensive range of services to assist its customers

to monitor and manage their container movements in the region and beyond.

Mr Lee Chee Yeng, President (Warehousing & Logistics Division), PSA Corp, said, "PSA welcomes this opportunity to work with our partners to contribute to the efficiency of depot operations in Singapore and abroad. With this initiative, PSA can also serve our customers beyond terminal operations. With the partners' combined years of experience in the container logistics business, and by pooling our resources, we are confident of developing a value-added product to help our customers reduce their overall cost of operations."

Speaking on behalf of the other joint venture partners, Mr Poh Choon Ann, Group President & CEO, Poh Tiong Choon Contractors (Pte) Ltd, said, "The Mega Depot is an effort to serve our customers better. It will combine the experience of members and optimize the use of resources. In the long run, the project will enjoy the benefits of both economies of scale and scope."

PSA: Joint Development Of Navigation System

PSA Corporation Limited, DSO National Laboratories and CET Technologies Pte Ltd signed an agreement on 30 May 98, to jointly develop a Navigation System to operate Automated Guided Vehicles (AGVs) at PSA's container terminals.

This Navigation System is the "auto-pilot" which controls the movements of AGVs in the container yard. Proven technologies for unmanned operations such as ground vehicle control, navigation sensors, signal processing and wireless communications will be used in its development.

This project is another commitment by PSA to invest in capabilities to improve the reliability and speed of our operations to serve our customers better. It represents another phase in the automation of PSA's container terminals, following the successful completion of the pilot testing of AGVs last year. In the next few years, PSA will implement this Navigation System to operate a small fleet of AGVs at one berth at its new Pasir Panjang Terminal before implementing them at the other berths.

The signatories of this Agreement were Mr Khoo Teng Chye, Group

President, PSA Corporation Limited, Mr Quek Tong Boon, Chief Executive Officer, DSO National Laboratories and Mr Ng Chong Khim, General Manager of CET Technologies. The contract signing was witnessed by Mr Teo Ming Kien, Permanent Secretary, Ministry of Communications/Chairman, Singapore Technologies Pte Ltd, Mr Peler Ho Hak Ean, Permanent Secretary (Defence Development), Ministry of Defence/Chairman, DSO Board of Directors, National Laboratories, and Dr Yeo Ning Hong, Chairman, PSA Corporation Ltd.

DSO National Laboratories will design and develop the Navigation System and handle the design integration of the entire AGV system based on PSA's specifications and requirements. CET Technologies will supply and integrate the components used in the Navigation System. PSA will provide the terminal operations knowledge for the project and it will also develop the deployment system for the AGVs.

Said Mr Khoo Teng Chye, Group President, PSA Corporation Limited, "We are very pleased with our partnership with DSO National Laboratories and CET Technologies. This joint development is an example of PSA's commitment to invest substantially in technology to develop pioneering techniques in container handling that will significantly boost productivity and service levels for our customers. Our goal is to use AGVs as part of the seamless integrated terminal operations at the new Pasir Panjang Terminal that will also feature the remotely-operated Bridge Cranes."

Said Mr Quek Tong Boon, Chief Executive Officer, DSO National Laboratories, "DSO is proud to have the opportunity to work with PSA to further enhance PSA's operational capability and competitiveness by leveraging on technologies. With the backing of many years of defence R&D experience behind us, we have full confidence to undertake this challenging project. We see synergies between the technologies required for this project, and the capabilities that DSO has developed to support our defence R&D activities."

"Considering the very exacting demands required by PSA's fast-paced container terminal operations, this is an extremely exciting and challenging project for CET Technologies. Our team of production engineers is looking forward to producing a Navigation System that is both reliable and easy to maintain, and one that is upgradable to meet PSA's future needs," said Mr Ng Chong Khim, General Manager of CET Technologies.

S'pore Merchant Fleet World's 8th Largest

ACCORDING to the 1997 Lloyd's Register of Ships' World Fleet Statistics, Singapore now ranks 8th among the world's leading merchant fleets, having moved up two places from the 10th spot in 1996. Between 1996 and 1997, the Singapore Registry of Ships (SRS) achieved a growth of about 15%, expanding swiftly and steadily from a gross tonnage of 16.4 million GT to 18.9 million GT last year. As at May 1998, Singapore's merchant fleet stood at 21 million GT if ships of less than 100 GT are included.

The continued improvement in world ranking of the Republic's merchant fleet reflects the popularity of the Singapore flag as the preferred choice of many international shipowners. Its reputation as a safe and efficient flag can be attributed to a confluence of many factors. Foremost among the factors is Singapore's political stability, its sound business, financial and legal framework and excellent telecommunication links. This firm foundation provides for the development of international businesses including merchant shipping. Combined with it are financial incentives such as the exemption of profits derived from the operation of a Singapore ship from Singapore income tax.

Singapore is not only concerned with vessel numbers but also with safety. As the world's busiest port in terms of vessel calls and shipping tonnage, safety is a primary concern. The SRS prides itself on a good safety track record. According to a survey by the Institute of London Underwriters, the average loss ratio for the Singapore fleet from 1990 to 1994 was 0.21%. The world average for the period was 0.27%. For 1996, its loss ratio was 0.007% as compared to the world average of 0.18%. Singapore is thus considered a safe flag.

The adoption of international maritime standards is another factor that contributes to Singapore's status as a reputable flag. The Republic is a party to all the major international conventions on safety and marine pollution prevention ratified by the International Maritime Organisation (IMO). These include the 1974 Safety of Life at Sea (SOLAS) Convention, the 1978 Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention, the 1973/1978 Marine Pollution (MARPOL) Convention and the Implementation of the International Safety Management (ISM) Code. To maintain a register of quality, all Singapore-flagged vessels must comply with these standards.

In terms of ship registration, the SRS' guiding principle is to maintain a high level of efficiency and quality service. Its

user-friendly and responsible administration are central to meeting the changing needs of the shipping community. Based on the valuable advice resulting from close consultations with the shipping community, procedures for registration are constantly reviewed to ensure a smooth registry transaction. Measures involving the greater use of information technology to fully computerise the ship registry are also on the drawing board. The move will help facilitate shipowners and managers to register their vessels online.

It is a combination of all these features that has made the Singapore flag attractive. Mr Chen Tze Penn, Director-General of MPA, said, "Our new position as the 8th largest merchant fleet in the world is evidence of the high regard the shipping industry has for the Singapore Registry of Ships. This confidence that shipowners has placed in us is gratifying. We will continue to build on our strengths and seek to further improve the attractiveness of the registry and its contribution to Singapore as a premier international maritime centre."

Figure excludes ships of less than 100 GT.

MPA to Keep Monitoring Distress Signals on VHF

THE Maritime and Port Authority of Singapore (MPA) has taken over from Singapore Telecoms the watchkeeping for distress traffic on VHF radio channel 16 with effect from 1 Mar 98. VHF 16 is one of several distress frequencies assigned by the International Telecommunication Union. The latest service for the international shipping community is part of the Authority's continued efforts to promote safety of navigation in the Singapore Strait and within port waters. The designated identification of the new station for this service is "Singapore Port Operations Control" located at the Tanjong Pagar Complex.

The Global Maritime Distress and Safety System (GMDSS) is scheduled to replace the present system of distress watchkeeping including VHF 16 by 1 Feb 99. However, as small vessels such as pleasure craft, fishing boats and other vessels not fitted with the GMDSS equipment are unable to alert GMDSS-equipped vessels if watchkeeping on channel 16 is discontinued, the International Maritime Organisation (IMO) is expected to approve the recommendation to extend the date of cessation for channel 16 watchkeeping to 1

Feb 2005.

In view of this, the MPA will continue to monitor distress watchkeeping on channel 16 beyond 1 Feb 99.

Bangkok Port to Launch New Container System

BANGKOK Port (BP) is expected to launch its new container system in mid-1998 in order to upgrade its systems and services to international standards.

The new system under the Bangkok Port Modernisation Plan is a Closed Terminal System. Container operation area is divided into two terminals for import-export container services. Both terminals will be equipped with modern handling equipment and proficient staff. Computers will be used for controlling four main container service functions; Discharging and Delivery of import containers, Receiving and Loading of export containers. The programme covers entire container terminal control system such as Berth Planning, Stowage Planning, Yard Planning—stacking area and equipment allocation—and Man Power Planning.

These planning will make the terminal prompt for service, once the vessel and containers arrive at the port.

The closed container system, which will replace the open system currently in use, will transform BP's container services. The new system, not only improves the capacity for loading and unloading cargoes but also ensures that berth occupancy and turn-round time are internationally standardized. Port users, importers and exporters are sure to be well satisfied with the new system, as it will mean savings of both time and expense. (PAT)

Laem Chabang Port: New Economic Gateway

ONE of the aims of the Royal Thai Government today is to attract foreign money into the country to help stem the economic slide. Boosting exports, therefore, is an essential part of Government policy.

Laem Chabang Port (LCP) has continually developed as a sea port capable of handling large cargo ships. It is expected that in the near future LCP will be not only Thailand's gateway to world-

wide markets but also a world center for transhipment.

Recently, LCP introduced 10 terminals in Basin 1, five of which are container terminals (B1-B5) and the others (A1-A5) are multipurpose terminals. All are leased out and run by private companies. At present, eight terminals are open, with the other two still under construction.

1. Coastal Terminal A: The area of this terminal is the by-product of dredging the fairway of Coastal Terminal A1—managed by LCP. With Prachuab Port Co., Ltd. as its operator, the terminal will serve as the ro-ro and ferry berth for the transport of domestic goods. It is now being built and is expected to be ready for service in 1999.

2. Multi-purpose Terminal A2: This terminal is run by Thai Laem Chabang Terminal Co., Ltd. It is currently under construction with some units scheduled to be open in 1998.

3. Conventional Terminal A3: A3 is a terminal for general goods. LCP is seeking a private entity for a joint development scheme.

4. Agri-Bulk Terminal A4: This is a bulk terminal for loading general cargoes, especially sugar and molasses, operated by Aawthai Warehouse Co., Ltd.

5. Bulk & General Cargo Terminal A5: This is the terminal for loading coal and other bulk cargoes, including general goods such as cars, cement and fertilisers. The business of A5 is under the administration of Universal Coal Co., Ltd. Due to the economic recession, the operator has decided to postpone full-service operation until the year 2002, so that only general goods management is currently being provided.

6. Terminal B1: LCB Container Terminal 1 Ltd. (LCB 1) services both container and conventional vessels.

7. Terminal B2: The container terminal is run by Evergreen Container Terminal Thailand Co., Ltd.

8. Terminal B3: This container terminal is run by Eastern Sea Laem Chabang Terminal Co., Ltd.

9. Terminal B4: This container terminal is run by TIPS Co., Ltd.

10. Terminal B5: This container terminal is run by Laem Chabang International Co., Ltd. (LCIT)

B4 and B5 terminals are spacious and equipped with variety of modern heavy equipment such as Gantry Cranes, Rubber Tyre Gantry Cranes and Panamax Size Cranes. Computers are used in controlling the operation system.

A new container terminal is being

built in LCP Basin 2 for post-panamax-size ships to anchor. It will be open in 2000.

"LCP is not a natural port, but an artificial one," pointed out LCP's Managing Director, Commander Karn Tantivejakul, RTN. Speaking about the port's background and development on the occasion of LCP's 7th anniversary, he said: "We dredged the sea and reclaimed the land. The fourteen-metre channel depth is now suitable for very large container ships with a capacity of up to 3,000-5,000 boxes. It differs from other existing ports in that it has been purpose-built for today and tomorrow mega-size ships. The handling equipment used are of high capacity to provide safe and speedy services.

"Stage 1 of the project's first phase has recently been partly opened for operations. Stage 2 will be a short-term development completed within five years. According to the previous plan, all the private companies were to be up and running in 1998, but lack of liquidity has proved to be a big problem. Even so, some companies started business in October 1997, and we hope to be providing customers with full service in 1999 at the latest.

"We also plan to enlarge the domestic terminal to link Laem Chabang with the south and lower central regions of the country, so that shipping no longer has to head for Bangkok only. Customers of Penang Port in Malaysia will also find LCP more convenient, and it will promote the advantages of water transport as an alternative to reduce pollution and accidents often experienced on our roads."

With efficiency and goals in mind, Commander Karn added that several terminals had now brought modern equipment into use. Some were computer controlled, and all would be directed from the control tower. In general, he said, the port's work has become more efficient. It now remains for the human resources to be developed more fully.

"To make the service perfect, LCP set up a 24-hour Customer Service Center", he said. "We are applying for a direct line number so that customers all over the world can call us for information. This one-stop service will also provide them with information of all the LCP's services.

"In terms of technology, the EDI system has been installed and we also use E-mail and the internet. These systems connect LCP with every main organisation: PAT, the Customs Department and relevant shipping companies. Its paper-

less interchange via IT. The application can be found at some terminals now, although the link-up has not been complete."

LCP is said to be the fastest-growing port in the world. The number of ships calling at the port has increased from an initial 70 a year to 1,000. In October 1997, a total of 1,000,000 TEU from all over the world had been serviced there. In this respect, Commander Karn said that LCP had achieved its goal five years earlier than expected.

"In the first quarter of this year," he said, "we could still hit our target of 100,000 TEU per month. Most of them were for export business, as imports were fewer because of economic crisis.

"If the first stage of the project is finished, we shall be able to receive up to 1.6 mil. TEU. We think that in the year 2000 the figures will rise to 3 million TEU. It will thus be necessary to build another terminal, C3, to keep up with growth in the future. Meanwhile, the second stage of the project emphasised in the government's policy is to be continued. After C3 opens in 2000, its capacity must be further developed in order to handle large ships and more cargoes.

"I think it was a good decision to build LCP and open it to private sector investment. Port Authority will take care of common services and boost private activities. The investing companies will take care of marketing business and we needn't concern about it. LCP will help them by reducing some costs, enabling smoother and more efficient management. The operators will have the right to award discounts or reduce charges for their customers without wasting time looking for Board of Port Commissioners approval.

"Development plans for LCP include building Laem Chabang Industrial Estate in the vicinity of the port. Shorter distances in transportation chain means lower cost and higher competitiveness in the market. Economic development should start at the ports," added LCP's Managing Director.

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The development of LCP will show both the private and public sectors the importance of the eastern seaboard as an economic gateway for import and export activities. Its potential is as strong as that of any other well known ports in the world. However, whether LCP can ultimately become a hub of sea trade depends largely on Government policy and the future direction of private sector export investment. (PAT)

PAT: EDI Increases Operation Potential

ELECTRONIC Data Interchange (EDI) is the modern computerised information transfer system recently adopted by Port Authority of Thailand (PAT) to replace its previous work sheet-oriented system in order to increase the Authority's operation potential.

EDI will save both expenses and time, since it will produce information which is more detailed and more accurate than in the past. Customers are to prepare only one set of documents and do not have to send it in advance as before.

When PAT receives the data, the loading and unloading areas for cargo as well as essential handling equipment and staff will be ready for service.

In September 1997, PAT announced the plan to introduce EDI to its customers: shipping line companies, shipping agents, importers, exporters, consignees and all those engaged in the shipping business.

When the plan was accepted, PAT offered three alternative systems: First, customers could send the information in printed form; Second, the data could be saved on a diskette with PAT's format before being mailed; Third, customers could apply the UN-EDIFACT network service. After using EDI for a trial year, it was decided that all the data would be transferred to PAT via this last system only.

Customers' data includes Berth Applications, Inward Cargo Manifests and Inward Container Lists, etc., according to the UN-EDIFACT standard format. PAT communicates with its customers via E-mail, and will inform of the Authority's news, rules and regulations, increases or decreases in charges or tariff rates, billing systems, invoices, and other related matters of interest.

Today, EDI is fully operational, with 20 companies doing business with the PAT through this system.

Although the cost of investing in the EDI system is quite high, its long-term advantages make it unquestionably worthwhile. It will not only improve the PAT's service to its customers, but also strengthen Thailand's information-system structure, increasing the competitive potential of the country by linking the Thai economic system to that of the international level. (PAT)

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



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