

9-26-1984

8th International Symposium on the Transport and Handling of Dangerous Goods by Sea and Associated Modes

TDG

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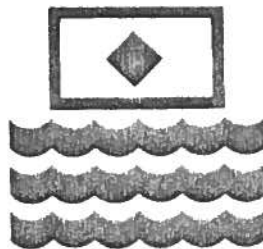
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TDG 

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8th International Symposium on the Transport and Handling of Dangerous Goods by Sea and Associated Modes

Organized by the Ministry of Transport of the Republic of Cuba
in co-operation with
the International Maritime Organization (IMO)
and the International Cargo Handling Co-ordination Association (ICHCA)

* * *

Those wishing to participate in the
Symposium who did not pay their
registration fees when applied by
mail, may do so while registering
in Havana at no extra charge.

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Palacio de las Convenciones, Havana, Cuba
24 to 27 September 1984

SYMPOSIUM CALENDAR

DATE	TIME	SESSION	TOPIC
Sunday 23 September	12.00 — 18.00		Accommodation of participants at the "Habana Libre" Hotel
Monday 24 September	From 08.00		Registration of participants at the International Conference Centre
	10.30 — 12.00		Opening ceremonies
	15.00 — 18.00	1	NATIONAL AND INTERNATIONAL REGULATIONS — AN OVERVIEW
	15.00 — 15.30	1.1	Transport and handling of dangerous goods in Cuba — Current problems and prospects
	15.30 — 16.00	1.2	The International Maritime Dangerous Goods Code (IMDG Code)
	16.00 — 16.30		Coffee/Tea break
	16.30 — 17.00	1.3	Procedures and methodology for the translation of the IMDG Code — Difficulties encountered in producing the Spanish version and their solutions
	17.00 — 17.30	1.4	Classification of dangerous goods
	17.30 — 18.00	1.5	The application of international regulations on Dangerous Goods in the USSR
	20.00		Welcome reception
Tuesday 25 September	09.00 — 12.30	2	DANGEROUS GOODS INTERMODALITY — THE CONTINUING CHALLENGE
	09.00 — 09.30	2.1	Some aspects of intermodality
	09.30 — 10.00	2.2	Flexible intermediate bulk containers for dangerous goods. Principles and evaluation of a test method
	10.00 — 10.30	2.3	M-Tanks: Proposals for a multimodal approach to the intermodal carriage of hazardous liquids and gases in loads of 2 to 13 tons with special regard to the infrastructure of developing nations.
	10.30 — 11.00		Coffee break
	11.00 — 11.30	2.4	Cryogenic storage and transport tanks
	11.30 — 12.00	2.5	Safety goals for multimodal tank transport
	12.00 — 12.30	2.6	Electronic information retrieval for hazardous materials transport
	15.00 — 18.00	3	DANGEROUS GOODS IN BULK — CURRENT PROBLEMS AND SOLUTIONS
	15.00 — 15.30	3.1	The IMO Code of Safe Practice for Solid Bulk Cargoes — Fishmeal transport
	15.30 — 16.00	3.2	Problems of spontaneous combustion in bulk cargoes
	16.00 — 16.30		Coffee/Tea break
	16.30 — 17.00	3.3	Approach for the on-board computer aided total system for the maximum possible loading variations under IMO BCH/IBC Codes
	17.00 — 17.30	3.4	Coal: Un underwriting view
	17.30 — 18.00	3.5	The transport of Direct Reduced Iron (DRI) by sea
	21.00		Dinner and show at Tropicana Club

DATE	TIME	SESSION	TOPIC
Wednesday 26 September	09.00 — 12.00	4	TRAINING AND EMERGENCY RESPONSE — RECOMMENDATIONS AND APPLICATION
	09.00 — 09.30	4.1	Education: The key to worldwide application of the IMO Codes — The role of the World Maritime University
	09.30 — 10.00	4.2	Immediate identification of danger zones in the case of leaks or spills of toxic, inflammable or explosive products
	10.00 — 10.30	4.3	Radioactive materials — The IAEA's Regulations for packaging and transport and its Guide for Emergency Response Planning for Transport Accidents
	10.30 — 11.00		Coffee break
	11.00 — 11.30	4.4	Training of drivers of road tank vehicles and heads of shipping departments in the F.R. of Germany
	11.30 — 12.00	4.5	The problems facing road hauliers in international and multimodal transport operations
	15.00 — 18.00		Visit to installations of technical interest
	21.00		Folklore show
Thursday 27 September	09.00 — 12.00	5	DANGEROUS GOODS IN PORTS — STATE OF THE ART
	09.00 — 09.30	5.1	Packaged dangerous goods in ports — Are special safety procedures necessary?
	09.30 — 10.00	5.2	The transport of packaged dangerous goods by sea-going vessels via ports in the Netherlands and problems connected with it
	10.00 — 10.30	5.3	Control of the transport and handling of dangerous goods in the port of Havana
	10.30 — 11.00		Coffee break
	11.00 — 11.30	5.4	Policy towards handling of dangerous packaged goods in the port of Rotterdam
	11.30 — 12.00	5.5	The handling of dangerous goods in Mexican ports
	15.00 — 18.00	6	POLLUTION CONTROL AND LIABILITY — AN UPDATE
	15.00 — 15.30	6.1	Legal aspects of the transportation of dangerous goods at sea
	15.30 — 16.00	6.2	Liability and compensation for damage in connection with the carriage of noxious and hazardous substances by sea
	16.00 — 16.30		Coffee/Tea break
	16.30 — 17.00	6.3	Liability in the carriage of noxious and hazardous substances by sea
	17.00 — 17.30	6.4	Marine pollution control in the ESCAP region: Recent developments
	17.30 — 18.00	6.5	Pollution control and risks emanating from the transport of dangerous goods around the Cuban coasts
	18.00 — 18.30		Closing ceremony
	20.00		Farewell banquet

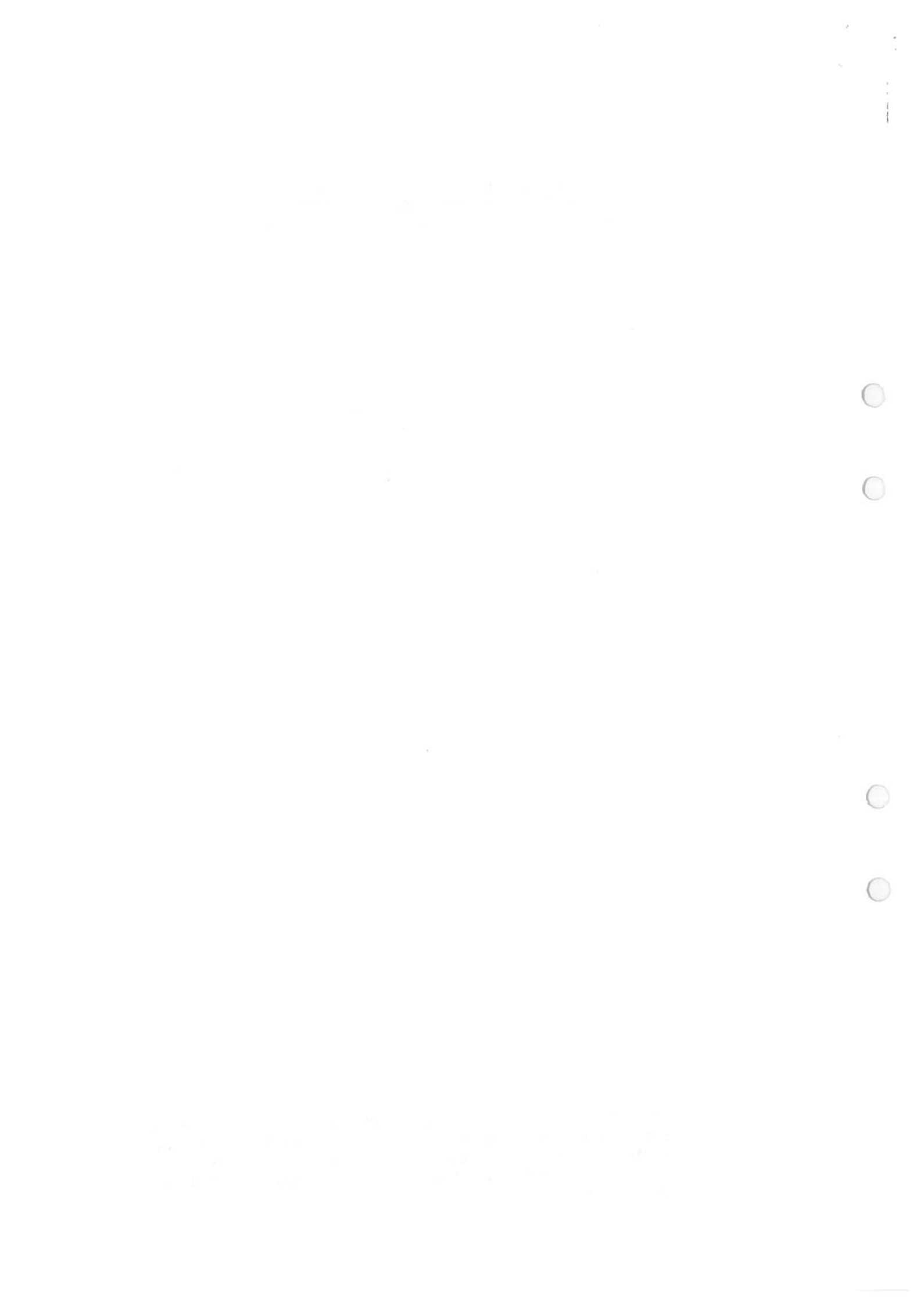
DATE	TIME	SESSION	TOPIC
			<p>this long period of limited export, the general knowledge of good practices has dwindled and will require updating to reflect current realities.</p> <p>The paper discusses a number of considerations which influence the underwriters' decision-making processes, such as:</p> <ul style="list-style-type: none"> — What are the individual characteristics of the cargo and susceptibility to damage; — What are the problems associated with long-term coal storage, i.e. water damage, outturn shortages etc.; — What is a normal trade loss; — What are the optimal stowage conditions; — What is spontaneous combustion and what measures can control it, etc.
	17.30 — 18.00	3.5	<p>"The transport of Direct Reduced Iron (DRI) by sea"</p> <p><i>J.M. Naranjo La Grave, Homogeneous Cargo Division, C.A. Venezolana de Navegacion, Caracas, Venezuela; and</i> <i>R.H. Whipp, Plant Manager, Fior de Venezuela, Caracas, Venezuela</i></p> <p>The export of DRI briquettes from Venezuela is continuing at a record pace despite the sluggish activity in the world steel market. Almost half a million tons of fior and HIB briquettes were exported in 1983, bringing the total amount exported to 1.600.000 metric tons. Although this product is primarily aimed at the U.S. and European market, recent shipments have been made to China and Japan.</p> <p>The paper will focus on the experience gained from a total of 89 export shipments which have been made in conventional bulk carriers, utilizing the IMO guidelines as contained in the Code of Safe Practice for Solid Bulk Cargoes. It has, for instance, been found out that hot molded DRI briquettes are, due to their high density, much less susceptible to rapid reoxidation than other forms of DRI, therefore they can be handled like other bulky materials such as iron ore. Furthermore, no problems have been experienced with overheating of the material, even though it has been loaded when wet, and has been wetted by sea water in transit.</p>
Wednesday 26 September	09.00 — 12.00	4	<p>TRAINING AND EMERGENCY RESPONSE — RECOMMENDATIONS AND APPLICATION</p> <p><i>Moderator:</i> <i>Captain H.E.H.S. Wardelmann, Head, Cargoes Section, Maritime Safety Division, I.M.O.</i></p>
	09.00 — 09.30	4.1	<p>"Education: The key to worldwide application of IMO Codes — The role of the World Maritime University".</p> <p><i>Prof. C.E. Mathieu, The World Maritime University, Malmö, Sweden.</i></p> <p>Standards elaborated within and adopted by IMO (in the form of either conventions or codes, guidelines, recommended practises etc.) are becoming more numerous and at the same time increasingly complex and technical. To understand and apply them properly an increasing emphasis should be placed on the aspect of education of those responsible for their implementation.</p> <p>The author outlines the historical background of the World Maritime University and explains its objectives by stressing the needs of the developing countries it aims at covering.</p>
	09.30 — 10.00	4.2	<p>"Immediate identification of danger zones in the case of leaks or spills of toxic, inflammable or explosive products".</p> <p><i>M.A. Hacar Benitez, Dr. Eng. of Roads, Canals and Ports, Madrid, Spain.</i></p> <p>This paper provides useful guidance on how to protect zones threatened by leaks or spills of various dangerous products and how to eventually evacuate them.</p>

THE WORLD MARITIME UNIVERSITY
WHY IT WAS NEEDED, HOW IT WAS CREATED,
HOW IT HAS PROGRESSED AND WHAT IT PROMISES

by

Professor Charles E Mathieu

Note: The Author prepared this Paper for presentation at the
"8th International Symposium on the Transport and Handling
of Dangerous Goods by Sea and Associated Modes" on
26 September 1984 under the title: "The Key to World-Wide
Application of I.M.O. Codes"



THE CONCEPT

Convinced that there was a more effective way, Mr C P Srivastava, Secretary General of IMO, concluded that the proper procedure was to gather carefully selected individuals from developing nations together for training, interaction, and exposure to a wide cross section of world maritime experts. Those who attend would return to their countries armed with increased knowledge and information. Of even greater potential value would be their expanded views of the world maritime operation and the contacts and connections they would establish world wide. This broadening of the individual student combined with the world wide contacts he has developed should assure his continued professional growth and development.

Mr Srivastava told the International Maritime Organization's General Assembly that: a World Maritime University should be established to meet the crucially important need of developing countries for senior maritime personnel and, in effect, to become a centre of excellence for the transfer of advanced maritime technology from the developed to the developing maritime nations. It would be the most effective way of promoting, through highly trained personnel, the universal implementation of global technical standards developed by this Organization for the enhancement of maritime safety and for the prevention of marine pollution from ships. It is also the most efficient way of enabling the developing countries to build up their national maritime expertise and sound maritime administrations.

In addition to the support and direction of the IMO General Assembly, implementation of this concept would require an appropriate site, teaching and living facilities, and financing for students.

THE PLAN AND ITS SUPPORT

Early in the development stage the Secretary General found that he could count on enthusiastic support from the government of Sweden and the administrator of the United Nations Development Program

(UNDP). After the selection of the city of Malmö as the site for the new university, its governing body proved ready to cooperate and assist to a truly remarkable extent.

The university is in the city of Malmö which is located on the west coast of Sweden very near its southern tip. Malmö is the third largest city (population 230,000) in Sweden. It is a lovely city of parks and canals. From many of our classrooms and offices, the buildings of Copenhagen, Denmark can be clearly seen across Öresund. Our buildings are adjacent to a major shipyard, KOCKUMS. These buildings are all provided free of charge by the city of Malmö. There has been a continuing program of furniture renewal and remodeling of spaces so that the University is approaching elegance.

Near the university is a large leisure center including a restaurant. The city has granted honorary membership to all WMU students and faculty. The many facilities, including swimming pool, bowling alley and ice skating rink, are free to our members.

In response to a request from the Secretary General of IMO, the municipal authorities of the city of Malmö refurnished, decorated, and provided a large apartment hotel for use by students and visiting lecturers. A monthly charge of US \$80 per month each for these modern apartments comprising bed/sitting room with bath and kitchenette is indeed modest. In-house catering of meals and special arrangements for local transport were also arranged.

Financing for the WMU and its students has been a complex matter involving imagination, ingenuity, and effort on the one hand and generosity, cooperation, and a spirit of good will on the other.

The primary role of the city of Malmö with the donation of spaces has already been described. In excess of US \$1 million has been spent from the municipal budget in upgrading facilities. City officials continue to extend their hospitality to make the WMU welcome in Malmö. Cultural tours, luncheons, and parties for students, and dinner meetings for the Board of Governors are examples of their continuing hospitality.

Sweden has pledged an ongoing contribution of US \$1 million per annum for the running costs of the University. Their parliament passed legislation providing for this annual contribution as well as for the legal status of the University, an international institution within their national borders. This legislation also provides for the students, the Board of Governors, the regular staff, as well as the resident and visiting professors.

The administrator of the United Nations Development Program, Mr. BRADFORD MORSE has shown a keen and steady personal interest in the establishment and the well-being of the WMU. The UNDP will provide direct financial assistance amounting to \$800,000 annually for the duration of its current cycle, up to 1986, and has given positive indications for continuing support. In addition the assistant administrators have explained the details of the WMU to the resident representatives in their respective regions and have requested part financing of the individual student training costs by way of fellowships of * US \$10,000 per student per year from country, UNDP(IPF), or other available funds.

The support from various nations has been substantial and is growing. Norway leads the list having pledged US \$200,000 per annum. Others that should be mentioned include France, Federal Republic of Germany, Greece, Italy, Saudi Arabia, Denmark, the Commonwealth Secretariat, and South Korea. Much of the support is in the form of * US \$10,000 fellowships for students whose countries can not provide this support.

The developing countries make a many faceted contribution. First they select qualified candidates who are performing valuable services and send them away for up to two years. This in itself is a real vote of confidence for the increased productivity anticipated from a WMU graduate. In addition they are paying the salaries of their employees selected as students. Where possible they also provide a fellowship of * US \$10,000 per annum for each student sent.

* In June 1984 the Board of Governors increased this figure to US \$12,000

Starting several months before opening and continuing to the present there has been contribution of useful and often expensive items of equipment from countries and from the private sector.

There have been support and pledges of cooperation from institutions, maritime administrations, and from the private sector. In the United States of America a non-profit corporate body called the Friends of the World Maritime University has been established to attract and encourage tax free contributions from companies, individuals, and non-profit foundations. It is hoped that this plan can be repeated in other countries so that a number of such bodies will grow in their support of the WMU.

At the same time that the material and financial structures of the WMU were being formed, the selection of the students, the resident faculty, and the administration were progressing.

Students have been carefully selected by their respective governments and have a rich mixture of experience and academic accomplishment. The typical student is male (we do have five ladies), 35 years of age, and has attained a master mariner's or chief engineer's certificate prior to entering his present professional post ashore. He is a serious mature individual who is aware of the opportunity and the responsibility which is his.

The original students have listened to a variety of distinguished visiting lecturers, spent many weeks on field trips, and are deep into the agonies of writing their individual theses. I'm sure they are anxious to receive their masters degree, return home, and get started putting their knowledge to test. Because they are the original class they have been pioneers with all the advantages and disadvantages of being first. Facilities, practices, and procedures have developed around them. Their problems have been the source of solutions or at least understandings. They, as well as subsequent class students must face and master the problems

of returning to academics after many years in the field. In addition they spend two years away from their home country in a foreign land where the climate, customs, food, language, and attitudes are different from their own. Even more difficulty is presented by the fact that these same elements are different for each of them since there are very few students from any one country.

To accommodate and adjust to these problems and to meet the challenges of the WMU requires very special people. Fortunately the careful selection process by which the countries are choosing their representatives tends to find this very special candidate.

The rector of the WMU is from Sweden. There are at present seven resident professors one of whom is the vice rector and head of faculty. The professors have been chosen to provide a spectrum of professionalism and experience. There is one each from Egypt, France, the Federal Republic of Germany, India, Japan, Norway, the United Kingdom and the United States.

The staff positions including administration, supply, budget, finance, and support are filled predominantly with local Swedish personnel.

In excess of 150 world-renowned maritime specialists from all parts of the world have agreed to lecture at the university in their respective fields of specialization, as required.

They usually lecture for one week per visit. Their travel, meals, and lodging are provided but they serve without receiving lecture fees.

The operations of the university are being guided by a Board of Governors which consists of eminent personalities drawn from countries of all regions of the world and from all sectors of the world maritime industry. At present the board consists of 49 members and meets once each year in Malmö.

THE OPENING

On the fourth of July, 1983, the university chancellor, Mr C P Srivastava, convened the first Board of Governor's meeting. In a colourful ceremony the Swedish Minister of Foreign Affairs joined the Secretary General in formally opening the World Maritime University. Malmö City officials then dedicated the buildings and the national government welcomed the WMU to Sweden.

The following day the students began their two year courses of study. This initial class contained 72 men and women from 40 developing countries. The largest number, twenty-two, were enrolled in the course on GENERAL MARITIME ADMINISTRATION. The more technical courses on MARITIME EDUCATION and on MARITIME SAFETY ADMINISTRATION received approximately 20 students. Both are divided between nautical and engineering. Nine students enrolled in the course on TECHNICAL MANAGEMENT OF SHIPPING COMPANIES.

In early 1984 a second class of 65 students from 40 countries was admitted for study. Students from 59 countries (see TABLE 1 for listing) are now enrolled. Nearly sixty percent of the developing maritime countries are now represented.

Students with a need to develop their English language skills may begin an intensive course a number of weeks before their selected course starts. This instruction continues during the afternoons of the first semester. Assistance for the design of the English program has come from the State University of New York.

THE FIRST YEAR

It is extremely important to understand that the WMU was not conceived as a maritime academy. IT WAS NOT INTENDED AS A SCHOOL FOR SEAFARERS. In the introduction the following graduate objectives were listed: teachers for seafarers, inspector-surveyors, maritime administrators, examiners, casualty investigators, and technical managers of shipping. Note that no

training for seafarers is included. Fine institutions for training of seafarers are in existence around the world. The WMU is not augmenting nor competing with these institutions. It is one of a kind with a unique and special objective.

The first year of study at the WMU has been one of special learning, adjustment, and development for everyone concerned. The concept of a visiting lecturing body with a small resident faculty coordinating and augmenting is found to be a viable one. However, the process is intricate and sensitive. Great attention and organization is necessary to preserve continuity and subject balance.

Students have, in general, proven adaptable to their radically different environment and to the curriculum, which is not conventional in design. It is a graduate course which requires both academic maturity and personal organization.

The integration of a steady flow of visiting lecturers with regular field trips, structured professional education, and English language study is demanding. This integration, which is the key to success for the student and for the university, is progressing in most satisfactory fashion.

Introduction to computer programming and the beginning steps of the student individual thesis project round out the first year's activity.

THE FUTURE

Though numerous short field trips have already been taken by each student, the third semester of study is heavily dedicated to field training and thesis project activities. Long term development of skills and first hand observation of "how it is done" in various world sectors will be emphasized. The thesis will be especially challenging because these students are pioneers. Thesis work tends

to spawn associated further thesis projects. Contacts and sources are passed down from thesis generation to generation. These students must begin the process. At present our library, one year old, does not supply the resources or support that can be expected in the future. It is heartening that the Board of Governors in its June 1984 meeting highlighted the importance of dedicating constant attention to the financing and development of the WMU technical maritime library.

The Board has also directed that consideration be given toward making the university a truly world maritime university by accepting a small number (10% or less) of students from developed countries. These students would not receive scholarship assistance.

It is intended that activities to broaden student exposure will be arranged at the university. A seminar for heads of national and regional maritime training institutions in developing countries is scheduled at the WMU for 17-28 September 1984. Students in the education courses are assisting in arranging, will attend, record, and take part in this seminar. A seminar for the heads/senior officials of maritime administrations is being planned for 1985.

The WMU is off to a surprisingly fine start. There is growing support from steadily broadening sources. Contributors are increasing their dedication. (Norway has raised its annual pledge from US \$200,000 to US \$350,000 - Sweden is granting an increased number of scholarships) More and more countries are showing interest by offering candidates and by pledging financial support.

One may not judge our financial future clear and bright until recurring expenses are totally covered by dedicated annual pledges or until we have a substantial endowment fund. Assurance for long range success is, of course, dependent on a continued flow of dedicated highly qualified student candidates. However, at age one year the future of the World Maritime University is indeed promising.

CONCLUSION

It is too soon to consider the results of the WMU. Until July 1985 there will be no product, no graduates. Beginning with that first graduation, true evaluation can begin.

The World Maritime University began as one man's dream. It was shared and then supported first by individuals, then by governments, organizations and institutions. Hard work and money forged it into agreements, contracts, and facilities. Now individuals from countries around the world are devoting two years of their lives to the objectives of that original dream.

If, as these people are convinced, the dream becomes reality, the World Maritime University Alumni will become a knowledgeable, respected, and powerful group. They will become a major factor in the future of the WMU, the IMO, their respective countries, and the maritime world.

Students selected for their background and special potential will be returning to or advancing to positions of prominence. Imagine, a decade from to-day, 500 individuals separated by geography but with a common bond of understanding who know, communicate with, and respect one another; individuals who understand developed and developing nation points of view, are familiar with and contribute to international standards and agreements, and who are striving to improve the safety and performance of their ports and their shipping industry.

It is too soon to evaluate the World Maritime University, but it is not too soon to share its dream.

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Countries represented by students at the World Maritime
University

Argentina	Mocambique
Algeria	Morocco
Bahrain	Nigeria
Bangladesh	Pakistan
Barbados	Panama
Benin	Papua New Guinea
Bolivia	Peru
Cameroon	Philippines
Chile	Portugal
China	Saudi Arabia
Colombia	Senegal
Costa Rica	Sierra Leone
Cuba	Somalia
Cyprus	Sri Lanka
Ecuador	Tanzania
Egypt	Thailand
Eq. Guinea	Trinidad/Tobago
Ethiopia	Tunisia
Gabon	Vanuatu
Ghana	Venezuela
Greece	Zaire
Guinea	
Haiti	(59 countries)
Honduras	
India	
Indonesia	
Iran	
Ivory Coast	
Jamaica	
Kenya	
Korea	
Kuwait	
Liberia	
Madagascar	
Malawi	
Malaysia	
Mauritania	
Mexico	

Dangerous goods in bulk

This session, presided over by John Warburton, secretary general, ICHCA commenced with *The IMO Code of safe Practice for Solid Bulk Cargoes — Fishmeal Transport*. Captain Z N Sdongos, Union of Greek Shipowners referred to the historical background of the code which provides advice on general precautions, including those concerning the safety of the ship's personnel, and information related to each of three basic types of cargo.

The IMO Code was further expanded upon by V Clancey, Dr J H Burgoyne and Partners, Consulting Scientists and Engineers, when outlining aspects of *Problems of spontaneous combustion in bulk cargoes*. This then led onto a discussion paper concerning the demands by shipowners and operators for the maximum loading variations for their chemical tankers, which require a complete analysis of survival requirements and compatibility of cargoes over the loading conditions. H Jin, surveyor, Hull Department, Nippon Kaiji Kyokai, NK Register of Shipping, introduced the application concept of the requirements of the BCH/IBC Codes in an on-board micro-computer aided total system.

The transport of other bulk cargoes was elaborated in *Coal: An underwriting view* submitted by B M Tarnoff, USA and *The transport of Direct Reduced Iron (DRI) by sea* outlined by J M Nacranjo La Grave and R H Whipp, Venezuela.

Training and emergency response

Standards elaborated within and adopted by IMO are becoming more numerous and at the same time increasingly complex and technical. To understand and apply them properly an increasing emphasis should be placed on the aspect of education of those responsible for their implementation. This was the main thrust of Prof C E Mathieu, the World Maritime University, Sweden, in his submission, *Education: The key to worldwide application of IMO Codes — The role of the World Maritime University*.

M A Hacar Benitez, Madrid, provided a useful additional guidance on how to protect zones threatened by leaks or spills of various products and how to eventually evacuate them, by speaking about the *Immediate identification of danger zones in the cases of leaks or spills of toxic, inflammable or explosive products*.

Another aspect of the handling of dangerous goods was put before the delegates in a paper for discussion, *Radioactive materials — the IAEA's Regulations for packaging and transport and its Guide for Emergency Response Planning for Transport Accidents*, by R B Pope, division of nuclear safety, IAEA, Vienna, Austria, who reviewed the strict set of regulations that have been developed to

assure safety during the transport of such materials.

An important consideration in the transport of any dangerous material is the training given to those who are in charge of the mode of transportation and in the F R of Germany there were strict regulations calling for drivers of tank vehicles to undergo special training. The training of masters of inland navigation vessels was also covered in the paper by K Ridder, F R of Germany, *Training of drivers of road tank vehicles and heads of shipping departments in the F R of Germany*. In relation to multimodal roll-on/roll-off operations, road hauliers found themselves confronted by many difficulties deriving from the fact that the rapid development of new techniques had not been followed by an appropriate harmonization of the administrative formalities relating to them, particularly between land transport and shipping regulations. An insight into this problem area was given by M Marmy, International Road Transport Union (IRU) in his paper *The problems facing road hauliers in international and multimodal transport operations*.

Dangerous goods in ports

The pros and cons of separate special stowage areas for packaged dangerous goods and for dangerous goods in containers was the major part of the paper given by Captain K Brunings, project manager, Port and Transport Consulting, Bremen, *Packaged dangerous goods in ports — Are special safety procedures necessary?*. This set the scene for a number of papers covering the dangerous goods operations in Havana, Mexican ports and the Netherlands with particular reference to Rotterdam.

Pollution control

The first paper of the sixth session examined the *Legal aspects of the transportation of dangerous goods by sea*. Produced by Dr E Gold, professor of maritime law and director, Dalkonsie Ocean Studies Programmes, Halifax, Canada, the paper discussed the adequacy of international legal measures against the background of the UN Law of the Sea Convention, the various Pollution Liability Conventions and compensation schemes etc. Liability and compensation for the carriage of hazardous cargo by sea also formed the main content of two other papers in this session. The penultimate presentation dealt with pollution control within the particular areas of ESCAP (the Economic and Social Commission for Asia and the Pacific), of which 39 countries are maritime nations, with the final paper dealing with the Cuban coastal areas.

The chairman of ICHCA, M Fernandez Valles, in his closing speech thanking the authors and presenters of the papers, paid tribute to the high standard seen throughout the conference and to the delegates for their attendance and participation. IMO and

ICHCA co-sponsors of the conference were indebted to their hosts, the Ministry of Transport of the Republic of Cuba for the provision of such an excellent venue and facilities allowing an opportunity for international exchange of technical information for the protection of the environment in which we all live.

Bound copies of all the papers submitted at the TDG8 conference will be made available in due course.

New Zealand

Jim Ledger, general manager, Mitchell Cotts Freight, Australia, was the guest speaker at the luncheon meeting, which 50 members and their guests attended. Held at the Russley Hotel, Christchurch on September 19, the talk, which did not pull any punches, was *Freight forwarding Industry — friend or foe*, and proved to be an interesting subject.

ICHCA's interest in all modes of transport was highlighted by the members visiting the Air New Zealand overseas cargo terminal to view their facilities prior to the luncheon meeting.

Port of Auckland — Development options in cargo handling will be the theme of the talk to be given by R Cooper, assistant general manager, Auckland Harbour Board, at the next meeting to be held in Auckland on November 21.

United Kingdom

A topical and informative luncheon meeting was held at the Conference Centre in London on September 27 when the guest speaker was Major P Carolan who was until recently responsible for the Army Port Squadron operations in the Falklands.

The date of the next meeting will be 28 November at 10.45am when it is hoped that Stanley Turner will be able to update members on his recent trip to China and the Far East.

Coaltrans '84

The 3rd International Coal Trade, Transportation and Handling Exhibition was held at the Royal Lancaster Hotel, London 1-3 October, organised by C S Publications Conferences. Representing ICHCA, Roy Johnson, Information Officer was on hand to meet existing members among the 500 delegates attending the conference from over 32 countries, to give technical assistance with brochures and make new contacts for the Association.

TASC

On Friday 5 October the Technical Advisory Sub-Committee held its 31st meeting at the conference centre "JAN BACKX", Rotterdam as guests of ICHCA Netherlands. Following the meeting, the delegates were given a guided tour of the new ECT Delta terminal by D J Ververs of ECT and the new Nelcon gantry cranes in the company of R J G Kless.

Dangerous goods in bulk

This session, presided over by John Warburton, secretary general, ICHCA commenced with *The IMO Code of safe Practice for Solid Bulk Cargoes — Fishmeal Transport*. Captain Z N Sdongos, Union of Greek Shipowners referred to the historical background of the code which provides advice on general precautions, including those concerning the safety of the ship's personnel, and information related to each of three basic types of cargo.

The IMO Code was further expanded upon by V Clancey, Dr J H Burgoyne and Partners, Consulting Scientists and Engineers, when outlining aspects of *Problems of spontaneous combustion in bulk cargoes*. This then led onto a discussion paper concerning the demands by shipowners and operators for the maximum loading variations for their chemical tankers, which require a complete analysis of survival requirements and compatibility of cargoes over the loading conditions. H Jin, surveyor, Hull Department, Nippon Kaiji Kyokai, NK Register of Shipping, introduced the application concept of the requirements of the BCH/IBC Codes in an on-board micro-computer aided total system.

The transport of other bulk cargoes was elaborated in *Coal: An underwriting view* submitted by B M Tarnoff, USA and *The transport of Direct Reduced Iron (DRI) by sea* outlined by J M Nacranjo La Grave and R H Whipp, Venezuela.

Training and emergency response

Standards elaborated within and adopted by IMO are becoming more numerous and at the same time increasingly complex and technical. To understand and apply them properly an increasing emphasis should be placed on the aspect of education of those responsible for their implementation. This was the main thrust of Prof C E Mathieu, the World Maritime University, Sweden, in his submission, *Education: The key to worldwide application of IMO Codes — The role of the World Maritime University*.

M A Hacar Benitez, Madrid, provided a useful additional guidance on how to protect zones threatened by leaks or spills of various products and how to eventually evacuate them, by speaking about the *Immediate identification of danger zones in the cases of leaks or spills of toxic, inflammable or explosive products*.

Another aspect of the handling of dangerous goods was put before the delegates in a paper for discussion, *Radioactive materials — the IAEA's Regulations for packaging and transport and its Guide for Emergency Response Planning for Transport Accidents*, by R B Pope, division of nuclear safety, IAEA, Vienna, Austria, who reviewed the strict set of regulations that have been developed to

assure safety during the transport of such materials.

An important consideration in the transport of any dangerous material is the training given to those who are in charge of the mode of transportation and in the F R of Germany there were strict regulations calling for drivers of tank vehicles to undergo special training. The training of masters of inland navigation vessels was also covered in the paper by K Ridder, F R of Germany, *Training of drivers of road tank vehicles and heads of shipping departments in the F R of Germany*. In relation to multimodal roll-on/roll-off operations, road hauliers found themselves confronted by many difficulties deriving from the fact that the rapid development of new techniques had not been followed by an appropriate harmonization of the administrative formalities relating to them, particularly between land transport and shipping regulations. An insight into this problem area was given by M Marmy, International Road Transport Union (IRU) in his paper *The problems facing road hauliers in international and multimodal transport operations*.

Dangerous goods in ports

The pros and cons of separate special stowage areas for packaged dangerous goods and for dangerous goods in containers was the major part of the paper given by Captain K Brunings, project manager, Port and Transport Consulting, Bremen, *Packaged dangerous goods in ports — Are special safety procedures necessary?*. This set the scene for a number of papers covering the dangerous goods operations in Havana, Mexican ports and the Netherlands with particular reference to Rotterdam.

Pollution control

The first paper of the sixth session examined the *Legal aspects of the transportation of dangerous goods by sea*. Produced by Dr E Gold, professor of maritime law and director, Dalkonsie Ocean Studies Programmes, Halifax, Canada, the paper discussed the adequacy of international legal measures against the background of the UN Law of the Sea Convention, the various Pollution Liability Conventions and compensation schemes etc. Liability and compensation for the carriage of hazardous cargo by sea also formed the main content of two other papers in this session. The penultimate presentation dealt with pollution control within the particular areas of ESCAP (the Economic and Social Commission for Asia and the Pacific), of which 39 countries are maritime nations, with the final paper dealing with the Cuban coastal areas.

The chairman of ICHCA, M Fernandez Valles, in his closing speech thanking the authors and presenters of the papers, paid tribute to the high standard seen throughout the conference and to the delegates for their attendance and participation. IMO and

ICHCA co-sponsors of the conference were indebted to their hosts, the Ministry of Transport of the Republic of Cuba for the provision of such an excellent venue and facilities allowing an opportunity for international exchange of technical information for the protection of the environment in which we all live.

Bound copies of all the papers submitted at the TDG8 conference will be made available in due course.

New Zealand

Jim Ledger, general manager, Mitchell Cotts Freight, Australia, was the guest speaker at the luncheon meeting, which 50 members and their guests attended. Held at the Russley Hotel, Christchurch on September 19, the talk, which did not pull any punches, was *Freight forwarding Industry — friend or foe*, and proved to be an interesting subject.

ICHCA's interest in all modes of transport was highlighted by the members visiting the Air New Zealand overseas cargo terminal to view their facilities prior to the luncheon meeting.

Port of Auckland — Development options in cargo handling will be the theme of the talk to be given by R Cooper, assistant general manager, Auckland Harbour Board, at the next meeting to be held in Auckland on November 21.

United Kingdom

A topical and informative luncheon meeting was held at the Conference Centre in London on September 27 when the guest speaker was Major P Carolan who was until recently responsible for the Army Port Squadron operations in the Falklands.

The date of the next meeting will be 28 November at 10.45am when it is hoped that Stanley Turner will be able to update members on his recent trip to China and the Far East.

Coaltrans '84

The 3rd International Coal Trade, Transportation and Handling Exhibition was held at the Royal Lancaster Hotel, London 1-3 October, organised by C S Publications Conferences. Representing ICHCA, Roy Johnson, Information Officer was on hand to meet existing members among the 500 delegates attending the conference from over 32 countries, to give technical assistance with brochures and make new contacts for the Association.

TASC

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