

PORTS *and* HARBORS

DECEMBER 1956

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THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

OBJECTS AND PURPOSES

(Per Article 3 of Constitution)

The objects and purposes of this Association shall be:

- (a) To associate its members from all countries together in the common cause of mutual international friendship and understanding;
- (b) To exchange information relative to port and harbor organization, administration, management, development, operation and promotion;
- (c) To encourage, develop and promote waterborne commerce to and from all world ports and harbors; and
- (d) To encourage the standardization and simplification of procedure governing imports and exports and the clearance of vessels in international trade:—
thereby promoting the peace in the world and the welfare of mankind.

UNDERTAKINGS

(Per Article 3 of Constitution)

This Association shall carry out the following undertakings in order to accomplish the objects and purposes specified in the foregoing Article:

- (a) The holding of conferences of the International Association of Ports and Harbors as provided in the By-Laws;
- (b) The publication of the minutes of Conferences, an official Association journal or other publication and other special publications concerning ports and harbors, as may be authorized by this Association;
- (c) The establishment of relations with other international organizations, associations and agencies on matters of mutual international interest concerning ports and harbors;
- (d) The establishment of a center or centers for the collection, tabulation and distribution of information concerning ports and harbors from throughout the world for the benefit of members of this Association and other interested persons;
- (e) The dissemination to ports and harbors, and governmental agencies and private operators thereof, of the accomplishments of this Association as expressed in resolutions, bills, reports of committees, and the published proceedings thereof;
- (f) The establishment of committees from among the membership of this Association for reference purposes of members engaging in the organization, administration, development, operation, utilization, management or promotion of ports, harbors and other waterfront facilities;
- (g) The assumption of other undertakings necessary to effectuate and realize the objects and purposes of this Association.

THE COVER: One of the great man-made harbors of the world from mudflats, Los Angeles Harbor today is connected with more than 200 world ports by over 115 steamship lines. The Board of Harbor Commissioners, City of Los Angeles, acted as hosts to the Second International Port and Harbor Conference, November, 1955, which resulted in the formation of the Association.

From the Central Secretariat

Gaku Matsumoto

Chief, Central Secretariat



It was exactly one year ago that the International Association of Ports and Harbors was brought into existence on November 7, 1955, at the Hollywood - Roosevelt Hotel, Los Angeles, Calif., U.S.A. and I was undeservedly installed in the responsible office of Chief of the Central Secretariat, Tokyo, Japan. On returning to Tokyo from Los Angeles, I set about organiza-

tion of the Central Secretariat on the basis of the former Preparatory Council for the International Port and Harbor Association, with the cooperation positively extended by all of the members of the new Association. Thus, the Association has been fairly launched, by somehow finding its way by now out of its first stage of difficulty—a shortage of funds which may not be unusual to many new born organizations.

During the past year, the Central Secretariat has continued to go ahead, gradually but steadily, by (1) effecting its organization, (2) announcing its formal opening, (3) deciding its offices, (4) realizing the appointment of the Permanent Council and holding its meetings, (5) energetically staging a campaign to publicize the objects of the Association and to invite memberships therein throughout the world, (6) drafting the Association budget for the 1956-1958 fiscal period and the plan of operation for the period, etc. By the end of November of this year its enrolled members, including regular and supporting members, had numbered over 40 port authorities, etc., representing 18 countries.

The three Standing Committees, on which hinge the activities of this Association, are now ready for appointment and proposed work programs for them have also been worked out. They are explained elsewhere in these pages.

In forwarding this first issue of the Association organ to our fellow members, let me fall back on each of them for further guidance and encouragement for helping realize the objects of the Association, to which attainment the Central Secretariat pledges itself.

PORTS AND HARBORS

Published by the Central Secretariat of the International Association of Ports and Harbors as an official publication of the Association.

**Central Secretariat of
The International Association of Ports and Harbors**

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Activities of I.A.P.H. Since Formation Reviewed

Second Int'l Port & Harbor Conference

The Second International Port and Harbor Conference was held, at the Hollywood Roosevelt Hotel, Los Angeles, on November 7 through 10, 1955. There were altogether 145 registered attendants, representing Brazil, Canada, Republic of China, Germany, Guam, India, Japan, Republic of Korea, Liberia, Mexico, Peru, Sweden, Thailand, Venezuela, Union of So. Africa, United States of America, and Viet Nam, including the Trade Commissioner of the Netherlands at Los Angeles, Vice Consul of Israel at Los Angeles, Consul of Belgium at Los Angeles, Ambassador and Minister of Peru, Washington D.C., German Consul General at Los Angeles, and Consul General of Japan at Los Angeles as guests or observers.

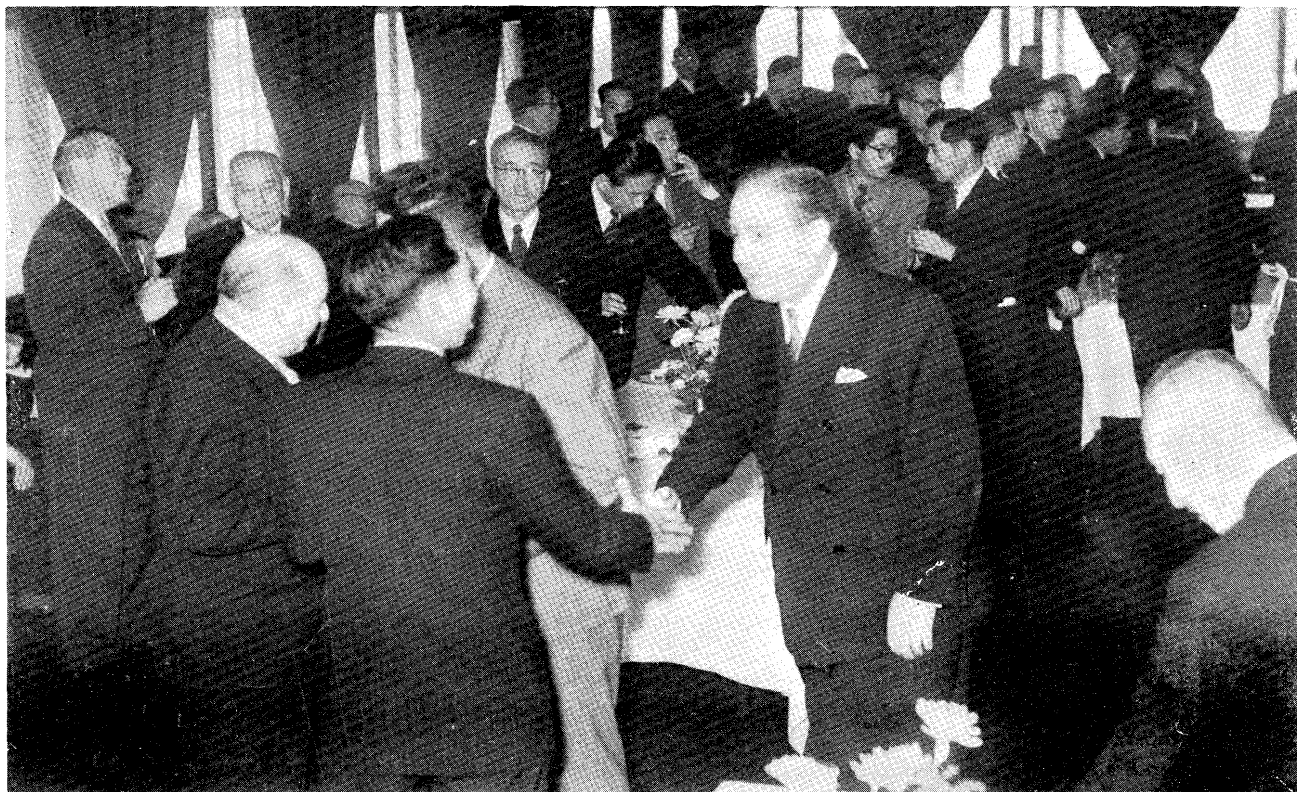
On November 7, the 1st day of the Conference, the opening ceremonies

were held with Mr. Gaku Matsumoto, President Japan Port and Harbor Association, presiding as Chairman Pro Tempore. After the election of Mr. Lloyd A. Menveg, President, Board of Harbor Commissioners, City of Los Angeles, as Chairman for the Conference, addresses of welcome were given by Mr. Henry Holland, Assistant Secretary of State, Mr. Norris Poulson, Mayor of Los Angeles, and Admiral Howard F. Kingman, Vice President, Board of Harbor Commissioners, City of Los Angeles, and responses were expressed by Dr. Chujiro Haraguchi, Mayor of Kobe, representing the Japan Port and Harbor Association, Mr. John-Iwar Dahlin, Sweden, representing Europe, Mr. C.M. Chen, Republic of China, representing Asia, and Col. Howard W. Quinn, Peru, representing the Americas.

At the outset of the business session, which was started on the afternoon,

Mr. Matsumoto reported on the accomplishments of the First International Port and Harbor Conference, held in Kobe, 1952, and the preparations made towards the formation of a permanent international organization, which was followed by the report and explanations on the proposed Constitution and By-Laws of the International Association of Ports and Harbors, by Mr. Arthur W. Nordstrom, Assistant City Attorney, City of Los Angeles.

After these two speeches, Col. F.H. Falkner, Secretary, American Section, Permanent International Association of Navigation Congresses, spoke, as officially representing the view of PIANC, that the two international associations can go in harmony and cooperation for the attainment of their common objective of development of ports and harbors, since PIANC is primarily concerned with construction and IAPH with administration.



Opening of the Central Secretariat in Tokyo was formally celebrated on January 15, 1956, with many attendants of various nationalities. H.I.H. Prince Takamatsu (in center with his back turned towards us) was among the honorable guests.

Formation Carried by Unanimous Votes

Then, the motion to switch the present Conference into a meeting for formation of the proposed International Association of Ports and Harbors, was unanimously adopted.

On November 9, the 3rd day of the Conference, discussions on the proposed Constitution and By-Laws were resumed. With the unanimous adoption of the proposed Constitution and By-Laws including 4 amendments, the International Association of Ports and Harbors was finally brought into being, marking an epoch in the history of ports and harbors of the world. The meeting was conducted now as the First Triennial Conference of the newly created Association, under the chairmanship of Mr. Lloyd A. Menveg.

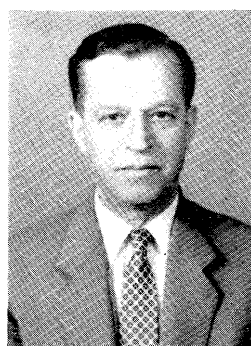
Officers Elected

On November 10, the closing day of the Conference, officers of the Association were elected, Mr. B.J. Roberts, Chairman, National Harbours Board, Canada, as President, and Mr. John-Iwar Dahlin, Director, Port of Halsingborg, Sweden, and Mr. C.M. Chen, Advisor, Ministry of Communications, China (Formosa), respectively as First Vice President and Second Vice President. At the same time, Directors and Alternate Directors for the 14 member countries were elected by mutual vote respectively by their members. Their names are given in the back of the back cover.

In the first meeting of the Board of Directors held following the adjournment of the First Triennial Conference, Mr. Gaku Matsumoto, President, Japan Port and Harbor Association, was asked to act as the Chief of the Central Secretariat to be established in Tokyo, Japan.

Central Secretariat Opened

The Central Secretariat of IAPH was formally established in Tokyo on January 1, 1953, staffed with 4 secretaries under the Chief of the Secretariat. On January 15, 1953, a ceremony was held in announcement of the opening of the Central Secretariat, attended by altogether 250 guests, including H.I.H. Prince Takamatsu, representatives of the diplomatic and consular services of various countries, Japanese Government officials, port and shipping people, and many other dignitaries of Japan and other countries as well as domestic and foreign press representatives.



Members of the Permanent Council—Above, are, left to right, Gaku Matsumoto, Chairman, and Hans J. V. Tiedemann. Below are H. R. Kehrmann, Royal S. Wintemute, and Hirisave Ramiah.

On May 7, the Central Secretariat moved into a new office in the Nippon Yusen Kaisha Building, located in the business center of Tokyo.

Campaign to Invite Memberships Started

As the first thing after the Central Secretariat commenced its function, a worldwide campaign was conducted to publicize the objects and purposes of IAPH, by sending out more than once invitations to join the Association as its members, in support of its aims, to altogether 838 ports and others of 110 different countries and territories. With the cooperation of the Japan Broadcasting Corporation, it was made possible for this campaign to make use several times its international broadcasting networks.

Thanks to efforts thus made by the Central Secretariat and the cooperation extended by the members, applications for memberships received by the end of November, 1956, reached 78, including those for 44 Regular Memberships, and the countries represented in those applications numbered 18. Their details are shown in the membership list given on page 4.

Permanent Council Formed of Representatives of 3 Regions

The Permanent Council is a very important organ, which represents the Association as its administrative body, charged with such duties as to compile proposed budgets of revenues and expenditures, to approve statements of account and the payment of bills, to

administer the financial affairs of the Association in accordance with the budget, etc.

In May, 1956, in accordance with the provisions of the Constitution and By-Laws, the following gentlemen resident in the site of the Central Secretariat, besides Chief Gaku Matsumoto who would concurrently sit on the Council, were asked to be members of the Permanent Council:

Mr. Royal S. Wintemute (for the American Region)

Secretary, Trans-Pacific Freight Conference of Japan, etc.

Mr. Hans J. V. Tiedemann (for the American Region)

Vice President, Nippon Light Metal Co., Ltd.

Mr. H. R. Kehrmann (for the European Region)

Manager, HAPAG/LLOYD Japan Service

Mr. Hirisave Ramiah (for the Asiatic Region)

Proprietor, Mimalaya Trading Company, Tokyo

Following the formation of the Permanent Council held in Tokyo on June 15, where the compilation of the Association's budget for the first fiscal period (1956-1958) was considered. The proposed budget including \$50,635 expenditures for fiscal 1956 adopted by the Council was approved by the Board of Directors. Under this budget, 104 regular membership units and 50 supporting membership units are set as the target to be attained during the present fiscal year.

THE STANDING COMMITTEES OF I. A. P. H.

Functions and Organization

The three Standing Committees—Committee on Port Administration and Utilization, Committee on Commerce and International Relations, and Committee on Cooperation with Other International Organizations—constitute the backbone of the activities of IAPH for realizing its purposes and objects. Their duties are:

I. **Committee on Port Administration and Utilization**, which shall collect the best available data relating to the management, operation, utilization, financing, rates, rules and regulations of ports and harbors, and related subjects.

II. **Committee on Commerce and International Relations**, which shall collect the best available data relating to and undertake activities appropriate to the expansion of foreign trade and the movement of export and import commerce of the membership, and which shall cooperate in such matters with ports, harbors and governmental agencies of all countries having jurisdiction of ports and harbors.

III. **Committee on Cooperation with Other International Organizations**, which shall encourage co-operation and exchange data with other international associations and organizations.

Preparations Made for Appointment

Their appointment, however, was postponed until some time in the future at the first Triennial Conference at Los Angeles, November, 1955, in view of such affairs as should be dealt with by the new born Association preceding to it. Now that those matters of immediate necessity have been somewhat carried out, the Central Office has drafted a plan for their organization and worked out proposed programs of works to be referred to these committees.

According to the By-Laws, providing that each Standing Committee is to be composed of not less than 9 members, who will, so far as practicable, be so selected as to ensure that each of the three regions of Europe, America and Asia will be equitably represented thereon, its organization has been so planned that 3 from among the existing members of the countries in each of the three regions will be asked to join the Committee. It is now hoped that these three Standing Committees will shortly be appointed by our President, so that they will start their important functions.

Work Programs Drafted

After deliberate considerations, the Central Secretariat has worked out proposed programs of concrete works to be handled by the three Standing Committees. However, it should be understood that adoption of these proposed programs is left to the discretion of the Committees after they have been formally appointed. These programs for each Standing Committee are:

Committee on Port Administration and Utilization

1. To collect data relating to the labor condition in ports of various countries. To show some examples:
 - (a) Investigation of the organization, structure,

etc. of labor;

- (b) Investigation of welfare facilities for harbor laborers;
 - (c) Investigation of the cargo handling capacity and of whether it depends on manual labor or machines.
2. To collect data concerning the financing for development of under-developed ports.
 3. To investigate the port dues, tonnage dues, port charges, wharfage, etc. in various ports in relation to their fair and proper standards.
 4. To investigate welfare facilities for seamen. For example:
 - (a) Improvement of an international seamen's house;
 - (b) Improvement of medical facilities such as the issue of a medical ticket which will enable sick seamen to continue to receive medical treatment from one port to another, when such is necessary;
 - (c) Improvement of an international seamen's library for the reading of books, the showing of movies and their exchange.

Committee on Commerce and International Relations

1. To investigate obstructions existing in various ports to the navigation of vessels, cargo handling, etc. and collect data thereof in order to examine their causes. For example:

Number of entering and leaving vessels per day;
Number of vessels lying in harbor (maximum and minimum numbers per day);
General cargo handling capacity classified by kinds of cargoes, etc.
2. To collect data concerning practices, procedures, etc. in various ports, taken up in the light of a problem in relation to "quick turn round of vessels." For example:
 - (a) Collection of data relating to seasonal conditions (the wet and the dry season);
 - (b) Question of cargo booking;
 - (c) Collection of data concerning connections with interior districts, the transportation capacity, the waterfront storing capacity, etc.
 - (d) Number of days required for clearance.
3. To endeavor for unification of packings for principal export and import goods. For example:

Considering that there exist differences in packings (including containers) depending on the cargo handling conditions of various ports, desires or views of those ports are as the first step invited as to the items of which investigation should be made.

Committee on Cooperation with Other International Organizations

To positively carry out the cooperation with other international organizations and the exchange of materials with them.

MEMBERSHIP LIST

I. A. P. H.

(As of Nov. 30, 1956)

REGULAR MEMBERS

Burma

Board of Management for the Port of Rangoon, Burma

Canada

National Harbours Board, Ottawa, Canada

Port Alberni Harbour Commissioners, Canada

China (Formosa)

China Merchants Steam Navigation Co., Ltd., Taipei, Taiwan, China

Kaohsiung Harbor Bureau, Taiwan, China

Keelung Harbor Bureau, Taiwan, China

Taiwan Navigation Co., Ltd., Taipei, Taiwan, China

Chinese Maritime Trust, Taipei, Taiwan, China

Guiana

Port of Paramaribo, Suriname, Guiana, S. America (Netherlands West Indies)

Japan

Nagoya Port Authority

Kobe City

Otaru City

Osaka City

Yokohama City

Kokura Port Authority

Shizuoka Prefectural Government

(Port of Shimizu)

Reclamation Association

Nippon Express Co., Ltd.

Tokyo Metropolis

Shiogama City

Ministry of Transportation (Port & Harbor Bureau)

Ministry of Finance (Customs Division)

Hiroshima Prefectural Government (Port of Hiroshima)

Port of Dokai Authority

Nagasaki Prefecture

Mie Prefecture

Japan Shipowners' Association

Fukuoka Prefecture

Liberia

Freeport of Monrovia, Liberia

Peru

Port of Callao Authority, Peru

Philippines

Manila Port Service, Philippines

Sweden

Port of Halsingborg, Halsingborg, Sweden

Thailand

Port Authority of Thailand, Bangkok

U.S.A.

Board of Harbor Commissioners, Territory of Hawaii, Honolulu, T.H., U.S.A.

Harbor Department of the City of Los Angeles, California, U.S.A.

Port of Oakland, California, U.S.A.

Pacific Coast Association of Port Authorities, California, U.S.A.

Port of Long Beach, California, U.S.A.

Board of State Harbor Commissioners for San Francisco Harbor, California, U.S.A.

Port of San Diego, California, U.S.A.

Port of Stockton, Stockton, Calif., U.S.A.

Commercial Port of Guam, Department of Commerce, Government of Guam, Agana, Guam

Venezuela

Administracion General de los Servicios Portuarios Nacionales, Caracas, Venezuela

Viet-Nam

Port du Commerce Saigon-Cholon, Viet-Nam

CORPORATION SUPPORTING MEMBERS

China (Formosa)

E-Hsiang Steamship Co., Ltd, Taipei, Taiwan, China

China Union Lines Ltd., Taipei, Taiwan, China

Japan

Mizuno-Gumi Co., Ltd.

Shinnihon Steamship Co., Ltd.

Komatsujima City

The Toyo Warehouse Co., Ltd.

Suzuyo & Co., Ltd.

Suzuyo Warehouse Co., Ltd.

Kawasaki Kisen Kaisha, Ltd.

Morimoto Warehouse Co., Ltd.

The Kobe Chamber of Commerce and Industry

U.S.A.

Encinal Terminals, San Francisco Bay, Calif., U.S.A.

INDIVIDUAL SUPPORTING MEMBERS

Belgium

Mr. O. Gorteman, General Director S.A. du Canal et des Installations Maritimes de Bruxelles, 6 Place des Armateurs, Brussels, Belgium

Canada

Capt. B. D. L. Johnson, Port Manager National Harbours Board, Van-

Osaka Port to Sponsor Int'l Harbor Conference Next Fall

It was recently announced by the Port of Osaka that on the occasion of celebrating the 90th anniversary of its opening next year, it will sponsor an international harbor conference, by inviting port representatives of the countries in Asia, including those in the Near East and Australia and New Zealand, and those on the West Coast of the United States. The conference will be 3 days in session and take place in early October, 1957, it was also announced.

couver, B.C., Canada

Mr. H. M. Wilson, Port Manager National Harbours Board, Churchill, Man., Canada

Mr. Guy Beaudet, Port Manager National Harbours Board, Montreal, P.Q., Canada.

Mr. L. Beaudry, Port Manager National Harbours Board, Quebec, P.Q., Canada

Mr. A. Maltais, Port Manager National Harbours Board, Chicoutimi, P.Q., Canada

Mr. H. Gauthier, Port Manager National Harbours Board, Three Rivers, P.Q., Canada

Mr. D. M. Vye, Port Manager National Harbours Board, Saint John, N.B., Canada

Mr. J. R. Mitchell, Port Manager National Harbour Board, Halifax, N.S., Canada

Mr. C. A. Bennett, Superintendent National Harbour Board, Port Colborne, Ont., Canada

Mr. Alex Ross, Superintendent National Harbours Board, Prescott, Ont., Canada

China (Formosa)

Francis T. K. Chen

Tai An Steamship Co., Ltd., Taipei, Taiwan, China

Mr. James L. T. Hugh
Tai An Steamship Co., Ltd., Taipei, Taiwan, China

Japan

Mr. Yoshio Tochiki

4, 2-Banchi, Yonban-cho, Chiyoda-ku, Tokyo, Japan

Mr. Kenichi Isobe

No. 13, Showa-cho, Minato-ku, Nagoya, Japan

Mexico

Mr. Daniel Ocampo Siguenza
Chief Harbor Engineer of Construction, Bahia de Coqui, Mexico 17, D.F., Mexico

U.S.A.

Mr. Dudley W. Frost

Port of Oakland, California, U.S.A.

Gen. Harold T. Miller

Los Angeles Harbor Dept., San Pedro, U.S.A.

Present Status of Japanese Mercantile Marine

Trade Activity and Shipping

Japan's foreign trade for fiscal 1955 shows a substantial increase in both imports and exports compared with that of the previous year. Exports amounted to 7.7 mn. tons, an increase of about 35 per cent. compared with 5.5 mn. tons for last year, while imports totalled 36.7 mn. tons, an increase of about 10 per cent. compared with 33.5 mn. tons for last year. The volume of overseas cargo carried by Japanese ships and the freight earnings amounted to 27 mn. tons and ¥114,400 mn., increases of 21 per cent. and 48 per cent. respectively compared with 22 mn. tons and ¥77,500 mn. for last year.

The average shipping in operation in 1955 amounted to 3.86 mn. tons d.w., an increase of 290,000 tons d.w., compared with 3.57 mn. tons d.w. in the previous year. Accordingly the increase in freight earnings is made up of 8 per cent., increase in active tonnage, 12 per cent., operation improvement and 22 per cent., rise in freight rates.

Liner Activity

Abreast of the increase in overseas exports, liners are steadily increasing. Japan's prewar ocean liner services had been all resumed by the end of last year. While the number of sailings during a month showed some increase with the increase of tonnage in service resulting from the completion of new ships, the movement of

export cargoes showed a market increase. It must be recognized that it is partly because of the general improvement of the shipping market and in part due to the sharp rise in exports that the liner freight rates have shown a marked improvement in year.

Tramper Activity

The change in areas of import affected our trampers so much. A big cargo movement in short sea areas attracted a large number of Japanese trampers to those areas. The increase in short sea tramp shipping was caused not only by the withdrawal of ocean-going ships but by the entering of coastal ships to the short sea service. On this account, the coastal shipping and the short sea shipping, which had been separated since the war, have ~~come to be~~ **to be** closely connected again as in pre-war days.

On the other hand, there was a permanent shortage of trampers in the ocean service, which caused the decline in trading between foreign countries by Japanese ships. Imports from overseas areas not having decreased in spite of the fall in the operation of Japanese ocean-going ships, a large foreign tonnage was chartered.

Merchant Fleet Expansion

Merchant shipping of 3,000 gross tons and over at the end of March 1956 amounted to 2,730,000 gross tons as against 2,610,000 at the end of March 1955, an increase of only 120,000 tons. However, encouraged by

(Continued on page 7)

PEOPLE

Mr. Elmo E. Ferrari, Port Director, Port of Stockton, Calif., U.S.A., which is a member of IAPH, visited on November 6 the Central Secretariat during his sojourn for a few days in Tokyo on his recent business trip to the Far East.

* * *

Mr. Charles F. Crawford, Marine Reporter-Photographer, Los Angeles Times, Los Angeles, U.S.A. visited the Port of Yokohama, accompanied by his wife, on November 12 on the Oriental cruise on board the President Cleveland. On the homeward voyage, they also visited the Port of Kobe and saw its facilities.

* * *

Mr. G.F. von Kispal and his family left Japan last year for their home country, The Netherlands, on six months leave and subsequent reassignment. After many years of distinguished military and diplomatic service, Mr. G.F. von Kispal became Japan Manager of the Dutch Lindeteves N.V. concern. He was also President of the Netherlands Chamber of Commerce in Japan and furthermore represented The Netherlands in The Preparatory Council the International Harbour Association in The International Arbitration Association and in the International Taxation Committee. Being a recognized authority on international finance and economics, he was often called upon as arbiter on highest level.

By virtue of his exceptional linguistic abilities (he speaks and writes 13 languages, including Japanese) and his very pleasant personality, Mr. G.F. von Kispal enjoyed a tremendous popularity in numerous Japanese and international circles: his departure was greatly regretted by many scores of true friends and devoted admirers.

IAPH also lost a good friend and an assiduous worker, whose cooperation contributed in no small degree to its realization.



From left to right: Mr. G. F. von Kispal, Mrs. Kispal and Mr. Gaku Matsumoto at the farewell party given in honor of Mr. von Kispal

At Kaohsiung, one of the leading ports of Taiwan, China, manual labor has now been replaced by modern mechanical contrivances in cargo handling.



Second Vice President Chen Visiting Japan

Last October Second Vice President C.M. Chen, Taiwan, China, visited Japan on a tour of inspection of the vessels under construction by the Japanese shipyards for China Merchants team Navigation Co., Ltd., of which he is Chairman of the Board. He also attended the annual convention of the Japan Port and Harbor Association which was held in Nagasaki City.

On the occasion of publication of "Ports and Harbors", he contributed the following statement:

I am happy to be privileged to contribute a brief statement on the occasion of the publication of the first official issue of the International Association of Ports and



Mr. C.M. Chen, Second Vice President, who visited the Central Secretariat last October.

Harbors and to extend to the Central Secretariat my congratulation for the publication and to express my confident hope for its success.

It is commonly accepted that many of the Asian ports fall short of international standard in facilities and management, to mention but two of the main factors. There are some Asian ports which are modern or had been modernized enough to meet present day requirements, there are others which would be a credit at the turn of the century and there are still others which are obsolete and antiquated. Ship-designs have changed so much so that now we have vessels which are bigger and speedier and are provided with modern contrivances to handle cargoes. To cope with this ever changing condition calls for rehabilitation and modernization of most of the ports in this part of the world.

To help, guide and advise on matters affecting improvement, development and modernization of the ports, not meeting present requirements, should be the bounden duty of the Association. It is a formidable task but I am confident that the Association with the advice of its more mature and experienced members shall, in the immediate future, be in a position to show some tangible result.

Modernized Ports of Taiwan, China

In Taiwan, China, commonly known as Formosa, there are two excellent seaports of international standing. Their depth is such that it would admit ocean-going ships of about 225,000 tons. Stevedoring work aided by the introduction of modern equipments, such as cranes of all descriptions, forklifts, mechanical conveyors and other contrivances, could unload 60 tons per pang hour. Normally ships calling at these ports with cargoes or for cargoes could be cleaned on an average of 1½ days. This is a vast improvement on previous performances. There is storage space of 120,000 tons in our Keelung warehouses and that of 239,000 tons in Kaohsiung. Transit godowns are also provided. The total length of Keelung and Kaohsiung piers is approximately 6,500 metres; alongside these, ships of all sizes could be comfortably berthed. Buoys are also provided—about 20 in all for the two ports. There is also an adequate supply of water, coal and bunker fuel oil for ships calling at these ports. There are slipways at both ports and in Keelung there is a big shipbuilding yard with drydocks capable of accommodating ships of about 20,000 tons.

Another excellent port of international standing of Taiwan, China, is Keelung, which is equipped with all kinds of modern facilities. Photo at top shows the newly installed grain suckers on the special cargo wharf in Keelung outer harbor. Center photo shows the special cargo wharf capable of berthing 20,000 ton ship which was recently completed. Lower is shown the modern No. 4 transit shed, Port of Keelung.

(Continued from page 5)

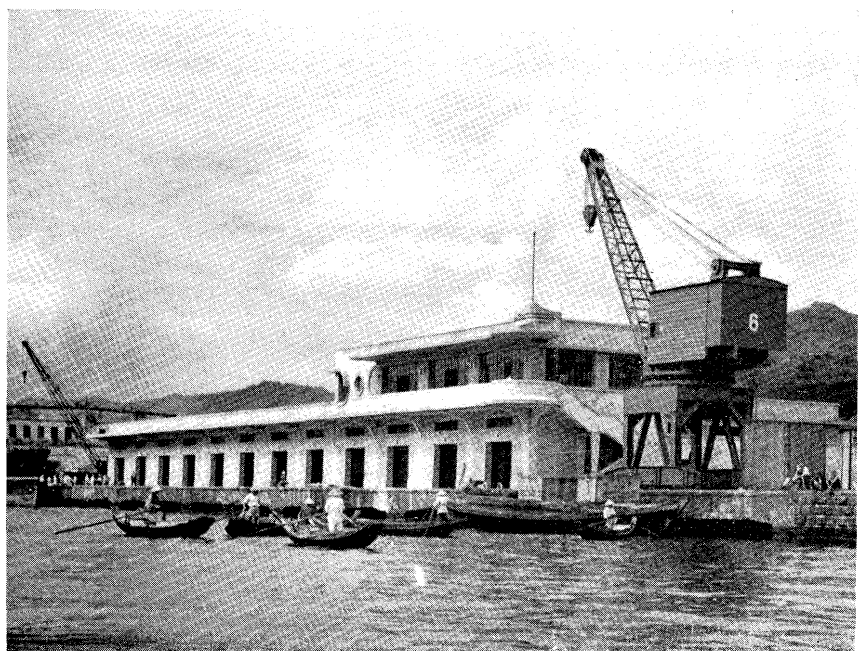
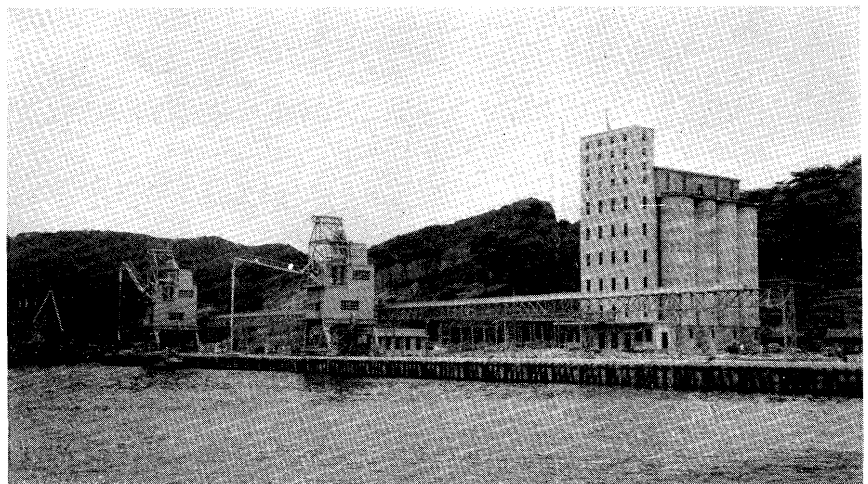
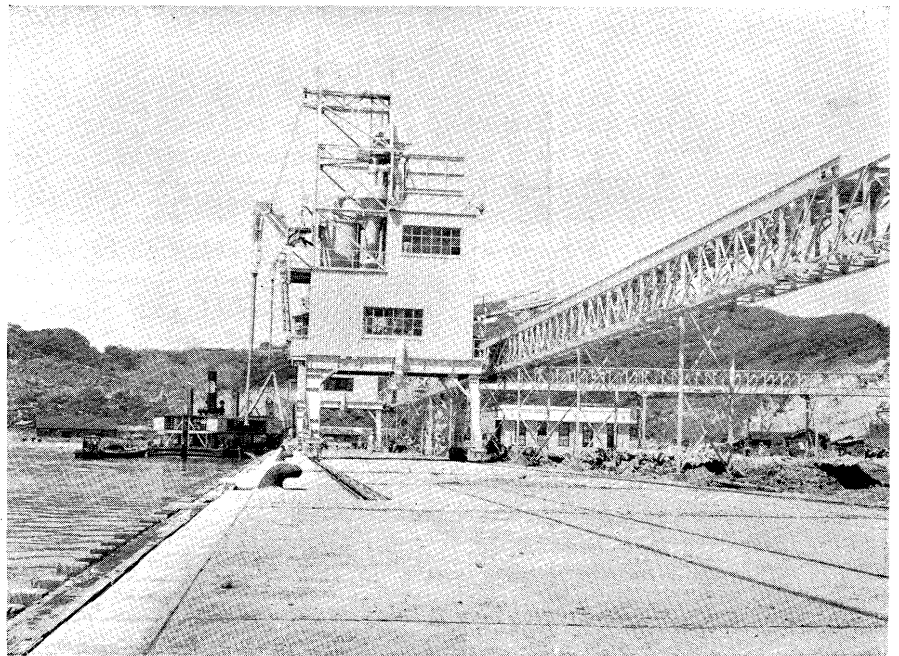
Japanese Mercantile Marine

increased earnings, the desire of ship-owners to build new ships was so ardent that the tonnage ordered by them under the shipbuilding program and with their own funds during one and a half years from April 1955 to September 1956 amounted to 93 ships aggregating 800,000 gross tons. This figure was an all time high before after the war and the tempo of tonnage expansion accelerated so much the attainment of the target set by the 5-year economic independence program recently made public. Thus the merchant shipping of 3,000 tons and over will total 3,500,000 gross tons at the end of 1957. The figure is just the same as in 1937. In view of the markedly extended distance of carriage in post-war trade and of the growing trend of the increase in future trade, it will be difficult to maintain the share of the carriage of cargoes in 1937 (68 per cent. of exports and 58 per cent. of imports) with such tonnage.

International Accounts of Shipping

With regard to the international accounts of shipping for 1955, freight earnings amounted to \$116 mn. (\$69 mn., freight rates on export cargoes carried by Japanese ships and \$47 mn., freights rates on trading between foreign countries) and freight payments totalled \$226 mn. (foreign freights on Japanese import cargoes carried by foreign ships). With an unfavorable balance of \$110 mn., Japan remains in a position as an importing country of shipping service. However, the deficit is \$24 mn. less than in the previous year. It presents a striking contrast to the prewar days when freight earnings were more than double payments, contributing much to the country's international balance of payments. It is a long way for Japan's shipping to fulfil the duty charged with it.

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Improved Plans for Japanese Major Ports

To cope with the recent tendency of enlargement of sizes of vessels and stepping up of their speeds, the Japanese Government authorities and principal international trade ports of Japan have been engaged in the works or plans for improving many of the facilities, as shown in the list given below.

Incidentally, all of the ports included in the list are enrolled as regular members of IAPH. Further, Keihin Port (Yokohama and Kawasaki), the Port of Yokkaichi, the Port of Matsuyama, the Port of Tokuyama, the Port of Shimotsu, etc., have each decided to start the dredging of a fairway 12 m.

in depth of water beginning 1957, so as to facilitate the entry of super tankers.

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Japanese Mercantile Marine

Earnings and Expenditures

While principal foreign shipping firms achieved satisfactory results in 1955 due to the improved international shipping market, the Japanese shipping showed only slight improvement.

Turning to the earnings and expenditure of 48 principal shipping firms of Japan for the past year, earnings

amounted to ¥146,400 mn., an increase of ¥49,500 mn. over the previous year, while expenditure before deducting depreciation funds amounted to ¥120,600 mn., an increase of ¥27,000 mn.

Accordingly, profits for 1955 totalled ¥25,800 mn. against ¥3,500 mn. for 1954, a sevenfold increase. The depreciation fund for 1955 amounted to ¥19,400 mn. compared with ¥4,100 mn. for 1954. The profit after deducting the depreciation fund for 1955 amounted to ¥6,400 mn. against the loss of ¥600 mn. 1954.

The loss of ¥6,500 mn. carried over to the period ended March 1955 fell to ¥2,600 mn. at the same period 1956, so that most of the shipping companies except a few shipowning companies could make up for the loss carried over.

Port	Wharf	Cargo	Depth (m)	Length (m)	Year of completion	Remarks
Yokohama	Takashima No. 3 Pier	general cargo	—10.0	380	1954	New Construction
	Yamashita Wharf	do	—10.0	180	1956	do
	do	do	—11.0	200	1957	Under Construction
Tokyo	Harumi Wharf	general cargo				
		grain	— 9.0	400	1955	New Construction
Kawasaki	City Wharf	general cargo	— 9.0	170	1956	New Construction
Yokosuka	Tanoura Wharf	grain				
		general cargo	— 9.0	170	1955	New Construction
		coal	— 9.0	230	1956	New Construction
Shimizu	Coal Pier					
Nagoya	Inae Wharf	general cargo	—10.0	—9.0 770	1957	Under Construction, (new)
	Higashi Wharf (west)	do	— 9.0	200	1954	Improvement
	do (east)	do	— 9.0	180	1955	do
	Nishi Wharf (west)	grain	— 9.0	160	1955	do
Yokkaichi	Daini Wharf	general cargo	—10.0	380	1958	Under Construction, (new)
Osaka	Ajigawa Wharf	general cargo	— 9.0	160	1954	New Construction
	Ajigawa Silo Wharf	grain	— 9.0	160	1953	do (Silo)
	Sakurajima Pier	coal	— 9.0	275	1955	Improvement
Kobe	No. 7 Pier (west)	general cargo	—10.0	200	1954	New Construction
	No. 7 Pier (east)	grain	—10.0	200	1956	do
	No. 8 Pier (west)	general cargo	—10.0	400	1957	Under Construction, (new)
Hiroshima	New Wharf	general cargo				
		grain	— 9.0	170	1957	Under Construction, (new)
Kanmon (Shimonoseki)	Hikoshima Wharf (Shed & Warehouse)	general cargo				
		grain	— 9.0	—	1955	New Construction
(Moji)	Tanoura Wharf	general cargo	— 9.0	340		
		cement			1955	New Construction
Kokura	Sunazu Fairway	—	— 9.0	—	1956	Dredging
Dokaiwan (Wakamatsu)	Fairway	—	— 9.0	—	1955	Dredging
(Tobata)		general cargo				
(Yahata)						
Hakata	Chuo Wharf	grain	— 9.0	160	1956	Improvement
Nagasaki (Kyushu)	Dejima Shed & Warehouse	general cargo				
		grain	— 9.0	—	1955	Reconstruction of Shed
Komatsujima (Shikoku District)	New Wharf					
		general cargo	— 9.0	170	1957	Under Construction, (new)
Fushiki (Japan Sea Side)	Sagan Wharf					
		coal	— 8.5	200	1955	Improvement
Niigata	Fairway, Anchorage					
			— 9.0	—	1956	Dredging
Shiogama (Tohoku District)	New Wharf					
		general cargo	— 9.0	160	1957	Under Construction, (new)
Otaru (Hokkaido)	No. 3 Wharf					
		general cargo			1954	New Construction
Kushiro (Hokkaido)	New Wharf	log	— 9.0	330		
		general cargo	— 9.0	320	1954	Rehabilitation
Hakodate	No. 2 Wharf	general cargo				
		cement	— 9.0	160	1956	New Construction

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