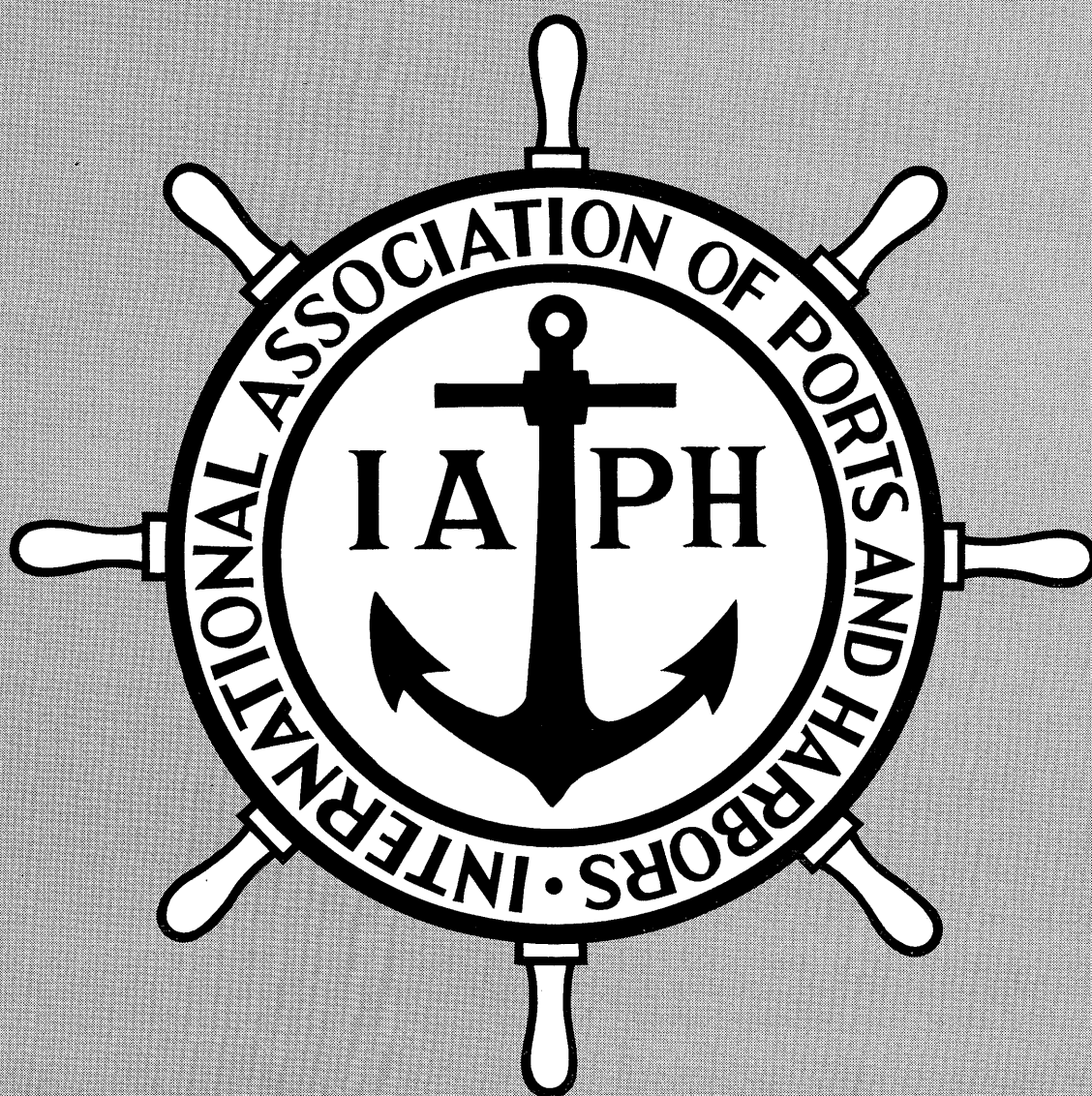


PORTS *and* HARBORS

March, 1968 Vol. 13, No. 3



MELBOURNE CONFERENCE IAPH MARCH 1969

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

THE PORT OF KOBE

—*Modern, Efficient Port With Elegance*—

The Port of Kobe, a fine, natural port in the heart of the vital Osaka-Kobe industrial area of Japan, served as a main gateway for shipping and trade between Japan and the Asian continent from ancient times. Described as the "Naples of the Orient," Kobe is renowned for its scenic beauty with the Rokko Mountain Range forming a colorful background to the port city. The headland of Wada to the south at the mouth of Kobe Bay protects the port from high seas.

It is nearly 100 years since Kobe was opened as one of the first trade ports of Japan. Today it is one of the major export ports of Japan and handles cargoes representing 30 per cent of the value of Japan's total export trade.

In parallel with the recent growth of Japan's economy, ships and cargoes arriving at Kobe from abroad have been increasing in number and tonnage. This growth has made the expansion of waterfront facilities here essential. In the light of this demand, the construction of the Maya pier terminal was undertaken in the eastern section of the Port in fiscal 1959 to increase foreign trade facilities. The Maya terminal, to be completed at a total cost of ¥22 billion by the end of fiscal 1966, is to be a massive and up-to-date unit of four piers capable of accommodating eighteen 20,000-tonners at one time. In order to deal successfully with containership services, preparations are in full swing to make the Maya Pier No. 4 a container terminal to welcome the first container carrier in the summer of 1967.

On the other hand, to connect the Maya terminal now under construction and the Shinko pier terminal already in operation, a semi-suspension bridge, the first of its kind in this part of the world, was completed in June, 1966. This bridge has contributed to a great improvement of the port facilities and functions.

Thus, the Port of Kobe handles more than 7,200 foreign service ships and 42 million tons of foreign and domestic cargoes yearly. It is under a rational management with the motto of "inexpensive, speedy and reliable cargo handling."

With the objective of preparing itself for the world's expanding economy, the Port of Kobe has taken a step forward this year in greeting the container-ship age by beginning its five-year project to construct a 1,000-acre island for increased facilities.



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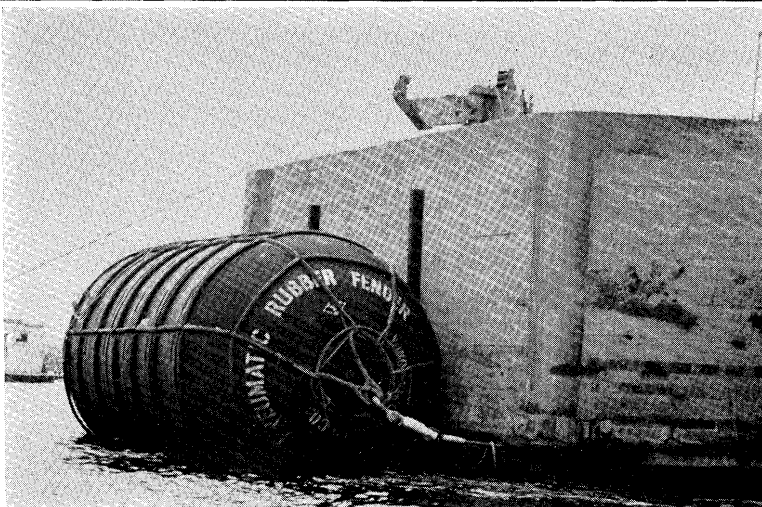
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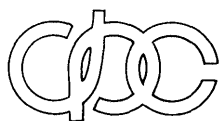
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PORTS *and* HARBORS

Forum on Port Problems :

Containerization: it's the shipper who counts

By John T. McCullough

Editor

“Distribution Manager”

*presented at the annual meeting
of the*

*Bulk Packaging & Containerization Institute
New York City
January 24, 1968*

Five and a half years ago, on August 15, 1962, a group of dignitaries—including the Governor of New Jersey and the Chairman of the New York Port Authority—gathered on a sun-baked slab of concrete on the other side of the Hudson River. The occasion: To dedicate the Elizabeth-Port Authority Piers, a newly created 700-acre seaport on Newark Bay.

The star of the occasion, however, was the S.S. Elizabethport, a 630-foot Sea-Land containership which steamed up the channel to her waiting berth at precisely 11 A.M. Within minutes, a procession of truck tractors, each with its own flatbed trailer, pulled alongside the vessel. A shipboard gantry crane gently deposited a gleaming 35-foot-long container on each trailer in turn, and, one after another, the truckdrivers hauled them away to inland destinations.

To one of the group of spectators, at least, this was a memorable experience. As a fairly new member of the DISTRIBUTION MAN-

AGER editorial staff, I had spent several months eagerly exploring all the various facets of freight transportation I could find. I had wandered through rail and truck terminals, automated warehouses, shipping docks, air cargo facilities and the like in order to absorb much of the actual operating expertise of this tremendous industry.

But watching these containers unloaded, one after the other, at four-minute intervals—each with over 20,000 pounds of freight—this was something that dwarfed any of my previous experiences.

I was convinced then that this was the answer to many of the problems that confronted shippers and carriers alike in inter-modal transportation of goods.

Since that day, some 22 billion pounds of freight have moved in containers through this one terminal alone. And I have watched containers loaded and unloaded from ships, railcars, trailers, and aircraft in many parts of the world—from Yokohama and Kobe to

Antwerp and Rotterdam. Thanks to my travels and to regular attendance at these Bulk Packaging and Containerization Institute meetings, I have learned a great deal more about containerization.

And I am still convinced that containerization is the tool by which industry can move its products from the end of its production lines cheaper, faster and safer than could otherwise be done!

There are a great many experts, if I may use the term, who agree. But there are still a number, too, who in varying degrees feel that containerization is an oversold concept—a giant bubble that is in imminent danger of exploding.

Chief of these naysayers is the one whom I call “The Raven.” A direct descendant of Edgar Allan Poe’s gloomy bird who periodically croaked, “Nevermore,” today’s Raven mutters “Overcapacity,” whenever the subjects of container-ships or port facilities are mentioned. Today’s Raven comes equipped with great reams of statistics and can show you at the drop of a hat that there is already twice as much container capacity as mankind can ever use.

Then there is “The Puritan.” You all know him, I’m sure. He’s the one who says we must have rigid standards for containers. Yes, he says, it is too bad that most of the containers in service today don’t meet the standards. But that’s life. Here today, gone tomorrow.

Still another type of latter-day Cassandra is the one I call “Round-Trip Charlie.” His gloomy prediction is that containerization just isn’t going to work, because the containers are just going to move in one direction on a given trade route. Eventually, he feels sure, all of the containers in service will be sitting around in places that don’t ship any freight. And the companies owning the containers will go broke.

Let’s just take a minute to analyze these complaints. First, on the

question of overcapacity, I doubt that it really exists. But whether it does or not, the problem for surface carrier and terminal management is much the same as the one that the airlines faced some years ago. Most of the air carriers flying jet aircraft in passenger service found their bellies only partially filled with cargo—despite a steadily increasing volume of airfreight carried. There was still, for the foreseeable future, ample capacity for the needs of the shippers in combination equipment. Yet these same airlines made a decision to spend a good many billions of dollars in the purchase of all-cargo jets—even though they couldn't fill the cargo space they already had. And the amount of airfreight has increased sharply as a result.

Yes, a carrier must follow the freight. But there seems little argument in the corollary principle that the provision of ample and attractive carriage will serve to increase the freight available.

What about standards? Well, obviously, we must have standards. But how rigid must they be? Or, to put it into a more usable context, how *flexible* can they be and still preserve the needs of intermodality?

Several volumes of opinion could be written on this question. In fact, they have been. And the shades of opinion run the gamut, as might be expected, from black to white. Someone once commented that everyone wanted to standardize on what he had the most of! But it seems to me that what we should be talking about here is intermodal capability—rather than complete interchangeability. And we should be looking at it from the shipper's point of view, rather than the carrier's.

A shipper today can ship his product from any point in the United States to any point in Europe by intermodal container. And he can make use of a 20-foot box, a 24-footer, a 35-footer or a 40-footer. It can be 8 feet high or 8 feet six. If he needs the extra height or cube, and he's lucky, he can use one of the 9-foot-high boxes recently made available in limited quantities.

Whichever the shipper selects, the highway carrier or railroad will

take it to a port terminal for transshipment by ship. And the container—whichever size—will be moved inland to the consignee by rail or truck in Europe.

Now, it's true that it would make all of the carriers involved a lot happier—and their job a lot easier—if all of the containers shipped were one standard size. But which size? Whose standard? And even if all of the carriers' differences of opinion could be resolved—it would leave the shipper in a straightjacket, with no freedom of choice.

I discussed this very point with the Secretary of Transportation last week. He told me that while his department was all for standards, he did not feel that there should necessarily be just one set of container standards. Quite possibly, he said, there should be three or four.

You know, when you look at the railroad freight car, you find all sizes and shapes of boxcars—not to mention hoppers, gondolas, reefers and other specialized equipment. The only limitation is in overall width and height, to permit adequate clearances and overall length to accommodate minimum rail radii. And when you look at motor carrier equipment you find much the same thing. The only "standard," or more properly "restriction" is in outside dimensions and these, of course, vary from state to state.

I would like to leave this subject with this suggestion: The van container should be standardized, for the present, at 8 feet wide. It shall be no more than 40 feet long with shorter lengths in even-foot lengths. And it shall be no more than 9 feet high.

From there on, the free competition in the marketplace will weed out the undesirable.

Then there's the one-way load, and the problem of deadheading containers back to point of origin. How can an ocean carrier, for example, afford to operate a containership carrying 400 loaded containers in one direction and returning 300 of them empty? Obviously, he can't—unless he charges enough on the loaded trip to make up for the empty trip back. And this eliminates a good deal of the cost-saving that makes containerization

attractive.

No question, this is a problem area. But, of course, this has always been a problem. It was a problem in the days of the old Clipper ships. It's been a problem for motor carriers and railroads. Just look at the great success of the rail unit train, for example—typified by one road offering unit train service at an annual rental of one million dollars, and finding a number of shippers eagerly taking advantage of the plan. And this is a 100% one-way load. So that problem can be solved.

Unfortunately, in looking over the headlines in the transportation news sections of the metropolitan newspapers, during the past few years, a shipper would be justified in feeling that there were just too many problems in containerization for him to get involved. For, as most of you know, I've only touched the high points in singling out the criticisms. There have been many more. Some of them are justified, others are imaginary or simply a form of nit-picking.

And, in addition to the naysayers, the prophets of doom, the shipper has been exposed to some fairly potent competitive pitches from suppliers and carriers. This would be perfectly fine if it was a question of promoting one basic material, for example, as best for container manufacture. But, in many instances, the competition has taken the form of casting severe doubt on the performance of one or more materials already in service. And the shipper is understandably gun shy.

Which is really best? Steel, aluminum, plywood, fiber-glass-reinforced plastic? I don't think there is any one answer. And when you're talking about air carriers, you may be talking magnesium, thin-wall plastic, or other specialized lightweight material.

And with the carriers, there has been a tendency for one mode to criticize another in a good many public forums. Obviously, the right to criticize and the right to be competitive is inherent in our system of free private enterprise. None of us would have it otherwise. But, unfortunately, the shipper is often left with the impression that he just

can't rely on intermodal container shipments to arrive safely and on time.

Gentlemen, the plain and simple fact is that no matter how proud the equipment manufacturer is of his sparkling new box, and no matter how happy the carrier is with his superlative mode of transportation, containerization is never going to reach the full flower of its early promise unless the shipper—the industrial traffic manager—makes use of it.

You all remember the anecdote about the Madison Avenue advertising agency and its dog food client. They prepared a wonderful ad campaign, packaged the product in six-color wrappings, and distributed it to every town and hamlet in the country. Unfortunately, the campaign failed, and so did the manufacturer's dog food business. The dogs, it seemed, didn't like it.

The shipper has to believe that the use of a van container will enable him to do a better job of shipping his product. He must believe that the shipment will arrive at its destination faster, safer—and at less cost—than it otherwise would. If the carriers, and the equipment manufacturers, and the freight forwarders and the port terminal operators and, for that matter, the editors of business magazines in the field, can convince the shipper that the use of containerization will benefit him, and his company, then and only then will containerization become the vital force in freight transportation that it should be.

So how do we do that?

One way is simplicity itself. Johnny Mercer wrote a song about it, saying "You've gotta accentuate the positive, eliminate the negative." And that's a great way to start. Because we have a lot to be proud of about the strides containerization has already made. And I know most of us are.

And when I suggest that we try to "eliminate the negative" I certainly don't mean that we should ignore the problems that exist. Not at all. What I do mean is that in your promotion of your product, your material, your mode of carriage, you stress the benefits of what you're offering the shipper—not the

drawbacks and flaws of your competitor.

I am reminded of the story of Pat and Mike who grew up in a little town in Ireland and were great boyhood friends. But Pat wandered away from the straight and narrow and became a dissolute wastrel. Mike became a priest, and made many efforts to bring Pat back into the fold. But all in vain. One day Pat staggered out of the corner saloon and was hit by a passing truck. As he lay dying in the street, Father Mike, who had been hastily summoned by a passer-by, came and knelt beside him. "Now, Pat," he said, "perhaps now you will accept God and renounce the devil." Pat looked up at his boyhood pal and said, "Well, Father, I'll sure accept God—but I don't think I'm in any position to renounce anybody!"

We, as an industry, have a tremendous amount of money, time and effort invested in containerization. We can't afford to risk an overall lack of confidence in our product—containerization—because of short-sighted sniping.

I do think we're making progress in overcoming some of our major problems. One of these, as you know, is what Mait Pennington described before one of these BPCI forums as "The Paperwork Jungle."

My friends in Washington tell me that over five billion dollars of our annual fifty-billion-dollar export-import business is spent on paperwork. When it takes a sheet of paper 11 inches wide and 12 feet long to just describe the processing steps involved in documenting international containerized shipments—something has got to be done.

There are now two groups working directly on this problem. One is the National Committee on International Trade Documentation here in New York, headed by Charles Beard as Board Chairman, and Arthur Bayliss as National Director. Under the direction of George Begnal of International General Electric and Robert Porter of Eastman Kodak, the NCITD began this month a series of test shipments and moving by various intermodal combinations of truck, rail, water and air. When the tests are completed next month, they will

analyze each shipping, banking, insurance, and customs document from the point of origin in the United States to final delivery at destination in a foreign country.

The NCITD's formal conclusions and suggestions will be passed on to the Department of Transportation's Transportation Facilitation Committee in Washington. This Committee was formed by Secretary Alan Boyd last month. And I am hopeful that between these groups we will see some substantial progress made in blazing a trail through the paperwork jungle. I do know that the Secretary considers this one of his major goals for 1968.

But, of course, the most important area of all is that of rates. Here again, several large volumes could be written on the subject of container rates. The carriers who have made multi-million-dollar investments in equipment feel that they should receive a sizable return on their investment. The labor forces who see their jobs disappearing feel that they should receive sizable monetary compensation. The carriers who see their share of intermodal shipments becoming less important want some measure of recompense.

So a good percentage of the dollar savings inherent in containerization is not being passed along to the shipper. Somehow, somewhere, this is going to have to change. For the low rate, above everything else, is still the magnet that draws the shipper—as long as it's combined with good service. And here containerization knows no equal.

Not being the seventh son of a seventh son, and not endowed with a built-in crystal ball, I don't know just how this rate cut is going to be achieved. Will Rogers, during the days of 1917, just before the United States entered World War I, visited Washington to tell the Navy Department how to overcome the U-boat menace. "Just heat the waters of the North Atlantic to the boiling point," he said, "and the submarine commanders will have to come to the surface."

"But how can we do that?" asked one admiral. And Will Rogers replied, "I've given you the broad
(Continued on Next Page Bottom)

Integrating Plan For Tokyo Bay Ports

By Takao Hirota

*The Ministry of Transport
Japan*

On 4th of September 1967, Port and Harbor Council approved the new development plan for Tokyo Bay ports. This plan is to create an integrated master plan to Ports in the Bay area where formerly has existed individual plans for the ports in the Bay.

concept. It's up to you to work out the details."

There are a lot of new developments ahead. The entire area of physical distribution, of freight transportation here and abroad, is the most fascinating and dynamic field in the world today. And the container concept is one of the most vital forces that will make everything work a little easier, a little better.

Within the next two decades, we are going to see the helicopter used as a skyhook to move 30-ton containers for distances of several hundred miles. We will see giant container complexes with automated and computerized storage and retrieval. We will see huge waterproof containers carried vast distances through underground pipelines. New materials, stronger and far lighter than ever dreamed of, will make the air carrier completely intermodal with surface carriers in carrying the same containers. And each container, no matter what its destination, will move under one simplified bill of lading, and one universal document.

Yes, all these things will come to pass, and containerization will make it all possible, if—and only if—we all remember that the most vital element is the shipper's desire to containerize his shipment. Without the shipper's approval, the finest container equipment is useless and obsolete.

It's the shipper who counts.

According to the estimation, the total cargo tonnage will reach 400 million tons by 1975 (174 million tons in 1965) and 135 new public berths for foreign trade to be constructed.

In the Bay of Tokyo there are seven ports; namely Yokohama, Tokyo, Kawasaki, Chiba, Yokosuka, Funabashi and Kisarazu. Population of this Bay area is 29% of Japan's total and industrial production is 35% of the nation.

At present each port has their own development plan and they are spending large sum of money on their development projects. However, by the time these expansion projects are completed, this Bay area will become practically continued one port rather than separated ports.

Not only ports in the Bay but cities around the Bay are also getting closely inter-related year by year. Remaining area for future development has become rapidly reduced in recent years. Conse-

quently this circumstance has made people think of co-ordination of plan in the Bay ports.

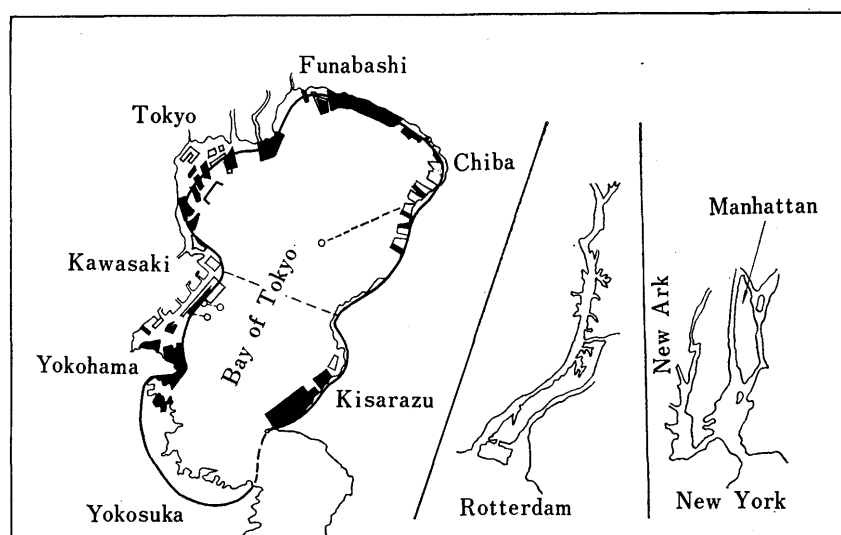
The new plan has particularly paid attention on access to the ports for land transportation and connection to the hinterland. These ports are carefully classified into different purpose as foreign trade liner port, foreign trade bulk commodity handling port, domestic trade and industrial port, so as to avoid duplication of investment and to reduce cross movement of goods.

For foreign trade liner ship, for example, formerly berths were concentrated in Yokohama area. But as the volume of trade has increased, the capacity of Yokohama as a liner port has become near its limit, at the same time a large portion of general cargoes for export originated from Tokyo and Kawasaki as well as in the port of Yokohama.

Containerization and modernization of port operation are also important factors to be considered in the planning.

To ensure sufficient supply of foreign trade liner berths, Keihin Port Development Authority was established in October last and is going to construct and operate 11 container berths and 27 conventional berths at ports of Tokyo, Yokohama and Kawasaki by 1974.

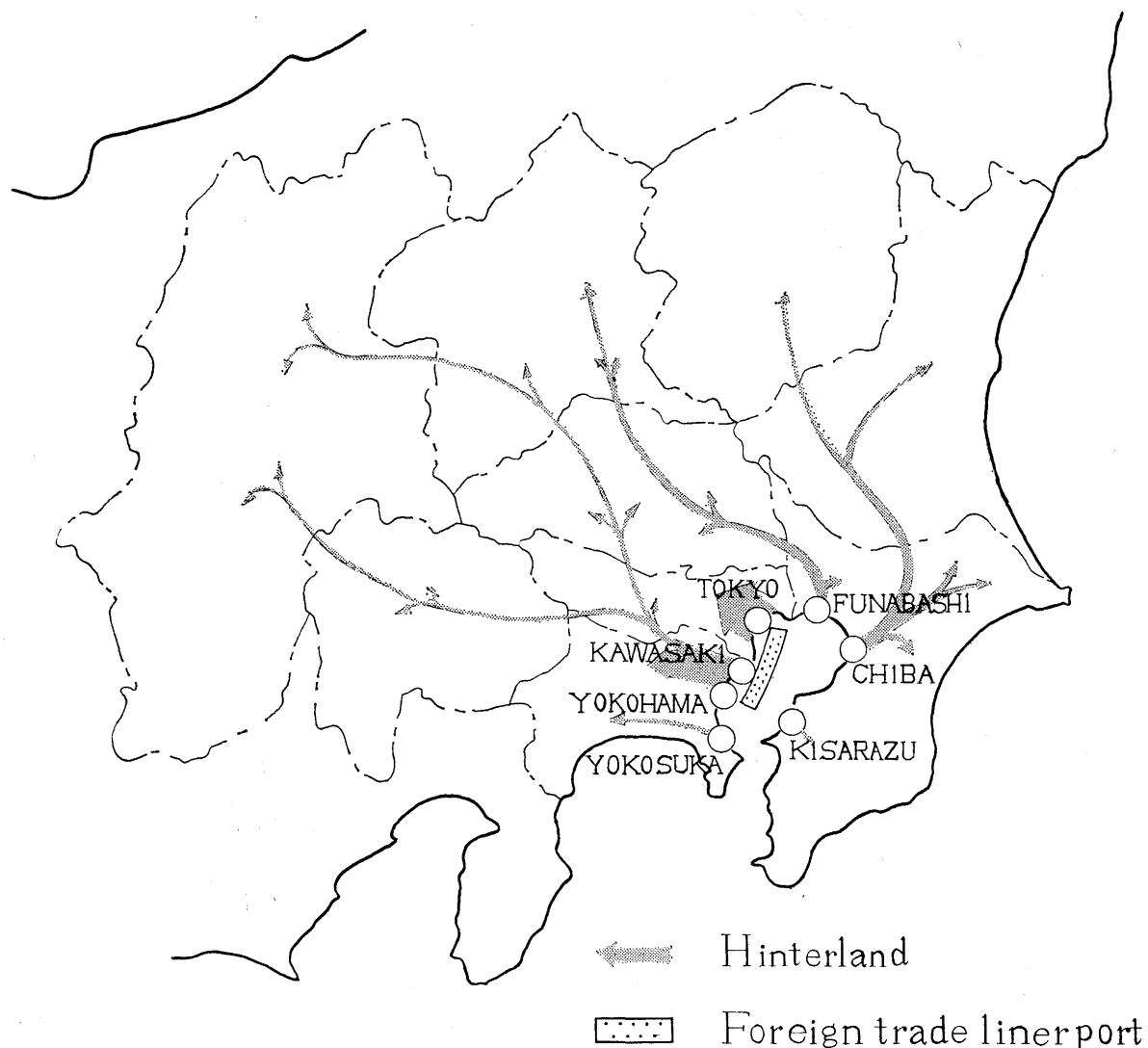
Facilities for foods, feeds and other bulk cargoes for inland supply are carefully divided in each port to avoid cross movement of goods



Tokyo Bay Ports, Rotterdam and New York

on same scale

Flow of goods between ports and hinterland



and to reduce land transportation cost.

New construction of heavy industry in the Bay area will be confined only in Chiba and Kisarazu area to protect highly populated area from increasing air pollution and other hazards by the heavy industry. Additional 498 hectare will be prepared for heavy industry in port of Chiba and 2,184 hectare for Kisarazu.

Port of Chiba, already has huge industrial area will increase its size and become one of the world largest

petro-chemical center (refining capacity will soon reach one million barrels per day according to their plan) with 200 thousand ton tanker berths.

Port of Tokyo and Kawasaki are no longer major industrial ports by the completion of this plan. These two ports will spare huge reclaimed land for urban re-development purpose (861 hectare in Tokyo and 178 hectare in Kawasaki) where distribution centers, railway marshalling yards, truck terminals, sewage plants etc., will be built to release over-

saturated part of Tokyo and Kawasaki.

Port of Funabashi will become particularly important to serve as a gateway of inland behind Tokyo because port of Tokyo and its access has little spare capacity to serve other area than Tokyo itself. Port of Yokosuka will serve similarly for Shonan area south-west of Yokohama as a substitute of port of Yokohama.

The total sum of investment by the central and local governments is estimated as 728,700 million yen.



Mr. Austin J. Tobin

Report on Activities **of** **Committee on International Port** **Development**

to the Executive Committee, IAPH

By Austin J. Tobin, Chairman

Committee on International Port Development

New Orleans, Louisiana, U.S.A.

January 17/19, 1968

I had hoped until a few short days ago to attend this Executive Committee Meeting today and present this report in person. I genuinely regret that I am unable to be with you. Urgent port and airport matters in New York make it impossible for me to be out of New York City at this time.

I wrote to Messrs. Haraguchi and Akiyama telling them of this unfortunate change in plans. Lyle King, who is fully informed of the activities of the Committee, has kindly agreed to submit my report on the Committee's activities since May 1967. He will also present a special report on the Committee's recommendation to establish an IAPH Technical Assistance Fund which I prepared as a basis for the discussion the Committee has scheduled on this matter.

As Chairman of the Committee on International Port Development, I have the honor and pleasure of reporting that the Committee is functioning smoothly in carrying out its designated mission to help developing ports throughout the

world. In the short time that has elapsed since May 1965, when this Committee was created by the International Association of Ports and Harbors, it has established a practical technical assistance program which has gained wide recognition. Many developing ports have already benefited from this program; several other vital port assistance projects are presently under way, and steps are being taken to expand the Committee's activities in the future.

The success of the Committee on International Port Development in meeting its objectives has been due to the enthusiasm and cooperation of each of my fellow Committee members, namely: Mr. V.G. Swanson of the Port of Melbourne; Mr. A.W.A. Abeyagoonasekera of the Port (Cargo) Corporation, Ceylon; Dr. L.E. Palacios, Ports of Colombia; Mayor C. Haraguchi, Port of Kobe, Japan; Mr. E.J. Wesley, Port of Monrovia, Liberia; Mr. S. Samakoses, Port of Bangkok, Thailand; Ir. F. Posthuma, Port of Rotterdam, Netherlands; Sir Arthur Kirby, National Ports Council, United Kingdom, and Mr. W.J. Amoss,

Port of New Orleans, our host port for this occasion. I sincerely regret losing Mayor Haraguchi as a Committee member, but I am sure that as the new President of IAPH, he will continue to work closely with our Committee. Besides, he has assured me that his replacement will take the same keen interest in helping developing ports that he did.

My principal emphasis in this report will be on the activities of the International Port Development Committee since the IAPH meeting in Tokyo last May. I shall also discuss the Committee's plans for the future. However, in order to place present and future developments in their proper perspective, it will be necessary to review again briefly the reasons why the Committee was established 32 months ago in London.

Since its inception in 1952, the International Association of Ports and Harbors has been dedicated to the elimination of arbitrary, man-made port regulations that act as deterrents to the smooth flow of overseas trade. This program is

based upon the well-tested premise that by increasing the exchange of commodities with our international trading partners we are also strengthening the economic and political ties that enable nations to settle amicably any differences which may arise.

Frequently the obstacles to the growth of a port's ocean commerce are neither man-made nor unreasonable. They occur from a variety of causes, especially in the ports of developing nations where the skills and experience required for solving problems which can arise during rapid port development are limited. Often a friendly helping hand to such ports from the developed ports of the world is all that may be required to ease the port congestion that usually accompanies problems caused by the lack of technological and administrative skill and experience.

In many cases, port problems which appear hopeless can be solved in a few weeks by the application of the correct skills.

The Committee on International Port Development was therefore created to function as a catalyst in making available without charge to the developing ports, where such problems exist, the technical knowledge, skills and experience that have been acquired by the world's major overseas trading centers in solving them. While there is a certain philanthropic aspect to the Committee's program, it also has a very practical side. Any improvement in the efficiency of developing ports helps to increase their trade with developed ports. Thus, it is a mutual benefit program.

The frequent announcements of penalty surcharges on ocean freight rates to developing ports attest to the continuing need throughout the world for the type of services the Committee provides. The developing ports require technological and administrative assistance. Recently published statistics on worldwide exports as compiled by the United Nations for 1967 show the relative trade positions of the developing countries. The latest available figures show that the probable value of global exports for last year will reach a new high of \$215 billion,

an increase of \$11 billion, or 5 percent, over the total for 1966. But the developing ports did not share in the gains, for the United Nations' figures showed that exports from the developing ports remained at the same \$39 billion total for 1967 that they reached in 1966. In fact, the share of developing ports in worldwide exports slipped from 19 percent in 1966 to about 18 percent for 1967, continuing a downward trend which started a decade ago when the share of the developing countries in global trading stood at 24 percent.

At the Tokyo meeting of the International Association of Ports and Harbors, I had the pleasure of reporting that the Committee on International Port Development had not only completed its organization and formulated a workable program, but that it had also embarked on a number of port assistance projects and, in fact, had brought several of those projects to a highly satisfactory conclusion. I would no like to report our progress in projects that had not been concluded at that time; new projects which we have embarked upon, and the Committee's efforts to enlarge its activities so as to bring its benefits to additional developing ports.

Projects Pending in May, 1967

—The Committee undertook its first long range trainee assignment in the Fall of 1966 when Mr. Teruo Kawanishi, an engineer of the Port and Harbour Technical Research Institute of the Japanese Ministry of Transportation, reported to The Port of New York Authority for intensive on-the-job training in many phases of the Authority's activities. When that training period was completed last June, Mr. Kawanishi was presented a Certificate of Completion of Study attesting to his enthusiasm and grasp of the many technical and conceptual facets of planning and constructing marine terminal facilities. Since Mr. Kawanishi's training focused on the planning and construction of containership facilities under way at the Port Authority's Marine Terminals in Elizabeth and Newark, New Jersey, I am certain that this first "IAPH student" brought back valuable practical knowledge to Ja-

pan, which has expressed great interest in this revolutionary development in shipping. In a letter to me, Mr. Hajime Sato, Director of the Bureau for Ports and Harbours, has formally thanked the Committee on International Port Development for making this training opportunity available.

—The Committee has continued to work closely in an advisor capacity with Philippine government officials who are establishing a port authority to develop and operate the Port of Manila. In addition to supplying the Philippine officials with a variety of organization material on establishing such a port agency, the Committee arranged for a review of the proposed legislation for setting up an independent Manila Bay Port Authority. Our comments and recommended changes are now being studied by the Philippine Administration. The Committee also cooperated with the United Nations and the United States State Department in arranging a portion of a two-month period of training in various United States ports for a Philippines official who will be closely identified with Manila port operations under the proposed realignment. This official (Gerardo T. Lampa, Customs Officer) spent a week of that period in a detailed, on-the-scene, survey of The Port of New York Authority's marine terminal operations. He subsequently visited several other leading U.S. ports.

—In Tokyo I reported that the assistance rendered by the Committee on International Port Development to the Port of Buenaventura, Colombia, in solving a problem of severe port congestion prompted Empresa Puertos de Colombia to request the Committee to send a two-man advisory team to review the operation of Colombia's Northern Coast ports. Under Committee sponsorship, that survey was later undertaken by two members of the Port of New York Authority's Marine Terminals Department staff. One of the team concentrated on port operations; the other on administration. After studying the operation and administration of the ports of Santa Marta, Barranquilla and Cartagena, the team drew up

a suggested program of improvements designed to expedite the handling of cargo through those ports. Much of that program has since been implemented.

New Projects

—At the urgent request of Professor V.K.R.V. Rao, Minister of Shipping and Transportation for the Government of India, the Committee on International Port Development has undertaken an assignment to make a broad survey of all the ports of India. Dr. Rao, who assumed his present post early last year, noted in his request that such a survey would become an essential part in his country's plans to provide adequate port facilities for its present and future international shipping and trade. In his letter Dr. Rao said:

"First, we have to do our utmost to make the best use of existing facilities by necessary organizational adjustments and technical improvement. Next, we have to plan out the modernization of the existing port facilities by deepening the drafts, providing more berths, cargo handling gear, etc. Finally, we have to meet the challenge of the future."

"We are already in the container age and it is obvious that India cannot stand aloof," Dr. Rao continued. "We have also to prepare some of our ports to receive large bulk carriers and tankers. All this points to the need for an immediate survey with a view to determining the manner in which studies in depth in relation to individual ports may be undertaken."

The Committee has arranged to send out an outstanding team consisting of the following members: Mr. Stig Axelson, General Manager of the Port of Gothenburg, Sweden; Mr. John Black, Engineer for the Port of London Authority, and Robert Schulze, Manager of Marine Operations, Port of New York Authority. Mr. Axelson will act as leader of the team and Mr. Robert L. Pettegrew, Manager of the Freight Transportation Section of The Port of New York Authority's Planning and Development Department, will act as a one-man secretariat.

This team is of a truly interna-

tional character, consisting of representatives from major developed ports in Sweden, the United Kingdom and the United States. Furthermore, its members have a wide diversity of talents which will enable them to survey India's port needs from many points of view. Mr. Axelson's long experience in port administration; Mr. Schulze's many years in port operations; Mr. Black's port engineering knowledge; and Mr. Pettegrew's experience in studying freight trends and planning harbor facilities should combine to make the team's report a most penetrating and effective document.

I wish to emphasize that, in keeping with the objectives of the Committee, I have advised Dr. Rao that the mission will be strictly a reconnaissance with the sole purpose of determining the nature and extent India's port problems and then submitting recommendations to India's Ministry of Transport as to the desired scope and depth of a definitive study by a professional firm of port consultants. Since the Government of India may apply for funds to carry out any extensive port development, I have also coordinated all pertinent activities of the Committee in responding to this request with both the United Nations and the World Bank.

The actual survey is scheduled to begin with a meeting on February 7 in London where the team will have an opportunity to become acquainted with each other. The next day they will fly to New Delhi to meet with Dr. Rao and other officials of his Ministry. The study will take approximately four weeks and will include the Indian ports of Bombay, Kandla, Calcutta, Paradip, Vishakhapatnam, Madras, Cochin and Mormugao. Some of these ports are undoubtedly better suited than others for the development of specialized cargo handling facilities. This is something that the Indian Government wants to know; it is one of the many objectives which I am sure our team will accomplish.

—There has been some debate as to whether many ports in Asia and the Far East are ready for containerization. Several requests have been directed to the Committee and also to The Port of New York Au-

thority, for information about the challenge of containerization. Major General Suntrangkoon, Director of the Port Authority of Thailand, wrote me of the studies going on in that country towards the development of containerization facilities and requested publications, technical papers, and any other available information to assist his staff in this study. In addition, he inquired whether the Committee on International Port Development could arrange for several of his staff members to study planning and operation of containerization facilities at the Port of New York. We, of course, forwarded to Major General Suntrangkoon the requested information and agreed in principle to provide the desired training. Following receipt of that information Major General Suntrangkoon responded that as soon as his staff has completed its study, he will be in touch with me again on the desired training project.

—Another opportunity for the Committee to participate in providing technical information for developing ports was presented to us in an inquiry from Lawrence T. Forman, of the Program Services Division of The Asian Foundation. Mr. Forman requested that we furnish suitable port development reading material for Mr. N.W. Atukorala, director of an important shipping concern in Ceylon and a former Secretary to the Governor-General of Ceylon. Mr. Atukorala is scheduled to step into a key position in a major port reorganization program which the Ceylon government is about to undertake. He, therefore, is planning to study port installations in the United States and Europe under the sponsorship of the Asian Foundation. In response to Mr. Forman's request I have sent a copy of Walter P. Hedden's newly published "Mission: Port Development" which, I believe, is a most authoritative treatise on the subject of assisting developing ports. I also called attention to the book's complete bibliography of published port development material.

—In another project connected with Ceylonese ports, the Committee has been engaged for some time in attempting to make suitable ar-

rangements to enable the Finance Manager for Wages and Salaries of Ceylon's Port (Cargo) Corporation to take special training in a developed port. While this endeavor has not yet reached a successful conclusion, I would like to dwell here for a moment on the fact that the Port Swettenham Authority, Malaysia, generously offered to provide the desired training. In this case it was a Far East port coming to the assistance of a port in the same general area under the Committee's sponsorship. The Port Swettenham Authority's program would have included financial administrative and budgetary control on all phases of port operations including cost reporting to management. It was scheduled to begin in November, 1967. Unfortunately, unforeseen circumstances prevented the release of the Port (Cargo) Corporation's Finance Manager for that time and a postponement was requested. The Port Swettenham Authority has agreed to the temporary delay.

—Arrangements have been made for two tugboat pilots from the Port of Phnom-Penh, Cambodia, to begin on-the-job training in the New York Harbor in the highly skilled craft of docking and undocking large merchant ships. The training will be provided by one of the world's largest tugboat companies as an international gesture of goodwill. The Committee's efforts to arrange this important training program date back more than a year to a request by the Phnom-Penh Port Authority for assistance in providing advanced training for these pilots at a developed port. Two of the factors which complicated our efforts to fill the request were language barriers and the Phnom-Penh Port Authority's lack of finances to absorb the transportation and subsistence costs to the pilots during the training period. In addition to determining a suitable port for the training program, the Committee was therefore faced with the task of seeking financial sponsorship for a very desirable and much-needed program. Fortunately we were successful in receiving a commitment from an international foundation willing to underwrite the necessary expenses. Upon receiv-

ing assurances that the two pilot trainees have a working knowledge of English, the Committee was able to secure the tugboat company's assistance. We are now completing final details for getting this highly important and challenging project underway.

Continuing Liaison and Cooperation with the United Nations

Since the IAPH was granted consultative status with the United Nations in 1966, the Committee's liaison and cooperation with the United Nations has continued to grow. It is our feeling that in the years to come, the International Association of Ports and Harbors will be considered one of the most important of the 300 non-governmental organizations having consultative status with the Economic and Social Council. In recent months, the Committee has directly assisted the United Nations on a number of projects. In some cases, this assistance has been in an advisory capacity.

—The Committee developed the names of seven suitable candidates for a Port Operations Adviser position for Buenos Aires, Argentina. At the Tokyo Conference, the IAPH Head Office distributed the job description for this position to all the conference participants, but did not receive any favorable replies. Quite recently, the United Nations Technical Assistance Recruiting Service, again requested that we recommend the names of suitable candidates because this port adviser is so urgently needed. From the Committee's files, and through the efforts of the American Association of Port Authorities, we developed a list of seven highly qualified port professionals which was promptly forwarded to the United Nations.

—The Committee assisted the United Nations in arranging a 2-½ week inspection and study tour of container facilities at the Port of New York for two key officials of the Port of Singapore Authority, as part of a United Nations Fellowship program. The Fellows under this program visited major ports throughout the world for approximately three months. The Port of New York Authority arranged a

comprehensive study tour of marine facilities in the Port of New York for Messrs. Loh Heng Kee and Chen Nee Sian, Director of Operations and Traffic Manager, respectively, of the Port of Singapore Authority. The areas of study included discussions of the Port Authority's organizational structure, operating procedures, and the development and operation of containerization facilities. Subsequently we received from the staff of the United Nations a request for assistance in making arrangements with members of IAPH for the balance of the study tour. Accordingly, I wrote my port colleagues in London, Antwerp, Rotterdam, Geneva and Tokyo to arrange a brief study and inspection tour for these U.N. fellows. Thus, through the good offices of the IAPH, the U.N. saved considerable time and effort by short cutting the customary government procedures required in arranging such visits. We have received letters of appreciation from Messrs. Loh and Chen for making these arrangements and also from the United Nations.

—In November 1967, the Committee received a request from the USAID Mission Director from Montevideo, Uruguay, requesting that a team of marine and cargo experts be dispatched to help that port city solve a problem that was causing extreme port congestion. At the same time, the Committee received a request directly from the Port Authority of Guayaquil, Ecuador, requesting that an expert be sent to review the administrative and organizational structure of that Authority. In discussing the specific requirements of these requests with the United Nations, the Committee found that in both cases, similar requests had been made to two separate units of the United Nations. This could have resulted in a duplication of effort, time and expenditures. After a number of meetings with the United Nations, it was decided to send a two-man team (one from the United Nations and a Committee representative from The Port of New York Authority) to survey both Guayaquil and Montevideo. The objectives of this mission were to determine the needs of the ports and make appro-

priate recommendations to their port administrations, the United Nations and USAID. It was further decided that if advisers were required on a long-term basis, the United Nations and the IAPH would work together in finding a suitable candidate.

Five days before the departure of this team to Montevideo, the Committee received a call from the USAID Mission Director in Montevideo requesting that the visit be postponed until the beginning of 1968 because of temporary budgetary problems in Montevideo in providing travel and subsistence funds for the Committee's team member. It was agreed at a subsequent meeting with the United Nations that the U.N. representative would go to Montevideo as planned since the funds for this visit had been appropriated over six months previously. Mr. Le Bourgeois spent three weeks in Montevideo and prepared a 45-page summary of conclusions and recommendations which will be forwarded to the Committee for review. This report carries with it recommendations for some long-term assignments for which the IAPH has been requested to forward the names of suitable candidates.

Mr. Le Bourgeois, however, was not able to visit the Port of Guayaquil. Upon his return, we received another letter from Guayaquil again requesting that the IAPH send an adviser. Since the Port of Guayaquil is ready to assume the financial conditions of this visit, it was subsequently determined that the Committee would fulfill this request rather than the United Nations. Accordingly within two weeks, one of The Port of New York Authority's principal management analysts will leave for Guayaquil for a study of that Authority's organizational and administrative structure.

Technical Assistance Fund

In my opinion, one of the major accomplishments of the Committee on International Port Development in 1967 was the establishment of a Technical Assistance Fund for payment of certain port assistance expenses in extreme cases when no other source for such funds is available. Although the Executive Committee has reserved a place in

the agenda of this meeting for a detailed discussion of this project, this report of the Committee's activities would not be complete without some mention of it.

Until the fund's establishment the Committee, in providing special training for personnel of developing ports, has followed a policy in which the developing ports have been required to pay traveling expenses and subsistence allowances of its trainees and to make whatever salary arrangements it considered proper. However, because of foreign exchange, balance of payments and other financial difficulties, this has had the effect of barring desirable training projects where the developing ports have not been able to provide such funds. In some cases the Committee has been successful in persuading foundations or other sources of international aid to underwrite these expenses. Nevertheless, there have continued to be instances where ports needing urgent special training for key personnel have been unable to avail themselves of the Committee's program because of lack of money for traveling and subsistence.

This prompted me to recommend the establishment of the Technical Assistance Fund at the meeting of the Board of Directors of the International Association of Ports and Harbors last May. Affirmative action was taken and, as a result of generous cooperation from many IAPH members, a total of \$11,250 has been pledged. I am sure the fund is going to continue expanding.

Disbursements from the fund will be handled by the Head Office in consultation with the President of IAPH upon recommendation from the Chairman of the Committee on International Port Development. Since the actual mechanics and other matters pertaining to administration of the fund will be discussed later in more detail, I would like to close my present remarks on the subject with a conviction that establishment of the fund will undoubtedly enable the Committee to increase its effectiveness in the years to come.

The Future

The ultimate objective of the Committee on International Port

Development is to work itself out of existence. In other words, the sooner that developing ports reach the status of developed ports, with the skills and experience to solve their own problems, the sooner the Committee can close its books and dissolve its membership.

But this is not likely to happen for a long time. The Committee's immediate concern is to expand its activities into areas where our help is needed. To accomplish this the Committee is making every effort to acquaint developing ports throughout the world with the fact that the Committee's services in providing skilled help and advice are available for the asking.

To attain this end in the past the Committee requested the cooperation of virtually every major steamship company in the world. Since these companies trade in the far-flung ports of the world, they were in a strategic position to acquaint developing ports with our program. This tactic was effective, for it produced some "business" for the Committee. However, our members now feel that many more opportunities for providing a helping hand exist, if only we could locate those opportunities.

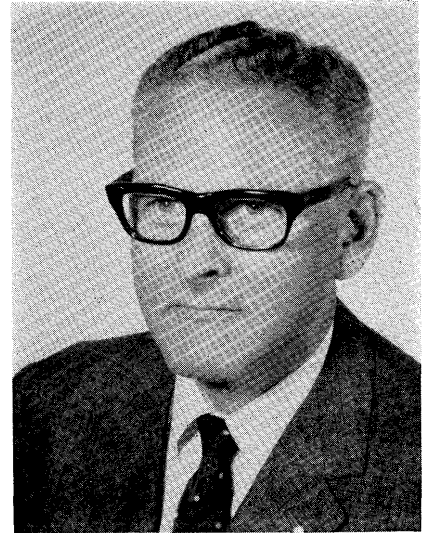
The Committee has therefore solicited and received aid from the United Nations, specifically from the United Nations Development Program. With the cooperation of this organization I have sent letters to some fifty representatives of the Program assigned to developing nations having ports. The letter describes the activities of the Committee and solicits the aid of those representatives in making known to ports of their developing nations our sincere desire to be of assistance in solving functional, operational or administrative problems.

The Committee also plans to continue its efforts to publicize its activities through the public press, in a fashion similar to the highly successful press conference held last March in New York which resulted in favorable stories in newspapers and periodicals throughout the world about the Committee's program.

Helsingborg— A Thriving Port

By Sven Ullman

*General Manager
Helsingborg Harbour Board
Sweden*



Mr. Sven Ullman

Long before Helsingborg became the major commercial and industrial centre that it is to-day it served as an important link on the direct line of communication between Sweden and the Continent of Europe. One reason for this was its situation at the narrowest part of the Sound. So it was that King Karl Johan XIV first set foot on Swedish soil at Helsingborg when arriving from his native France to

assume his new dignity of Crown Prince of Sweden.

At that time Helsingborg harbour was just a single jetty but despite such modest port installations the traffic between Helsingborg and the Danish port of Helsingør (Elsinore) across the Sound was by the standards of those days very considerable.

Meanwhile, Helsingborg has maintained and strengthened its

leading position on the sea lines of communication between Scandinavia and the Continent. With a turnround of 117,000 ships in 1966 it is unquestionably one of the world's most heavily trafficked ports. Part of this traffic is accounted for by passenger and goods transport





between Denmark and Sweden. However, there is also a heavy commitment for ferrying trains, cars and lorries on passage from Scandinavia and Finland to the Continent, including France, Spain and Italy, and in the reverse direction. An idea of the importance of this goods ferry traffic, or roll-on/roll-off as it is nowadays called, can best be given by quoting the figures of 150,000 rail wagons and 85,000 lorries with a total load of 2,200,000 tons carried annually across the Sound. The volume of passenger traffic is also considerable. In 1966 the Helsingborg ferry harbour transited 660,000 cars with a total of no fewer than 12 million passengers.

To cater for this very heavy activity there are six ferry berths in the North harbour, situated practically in the middle of the town. Passengers arriving from the Continent step ashore as it were right in the town centre.

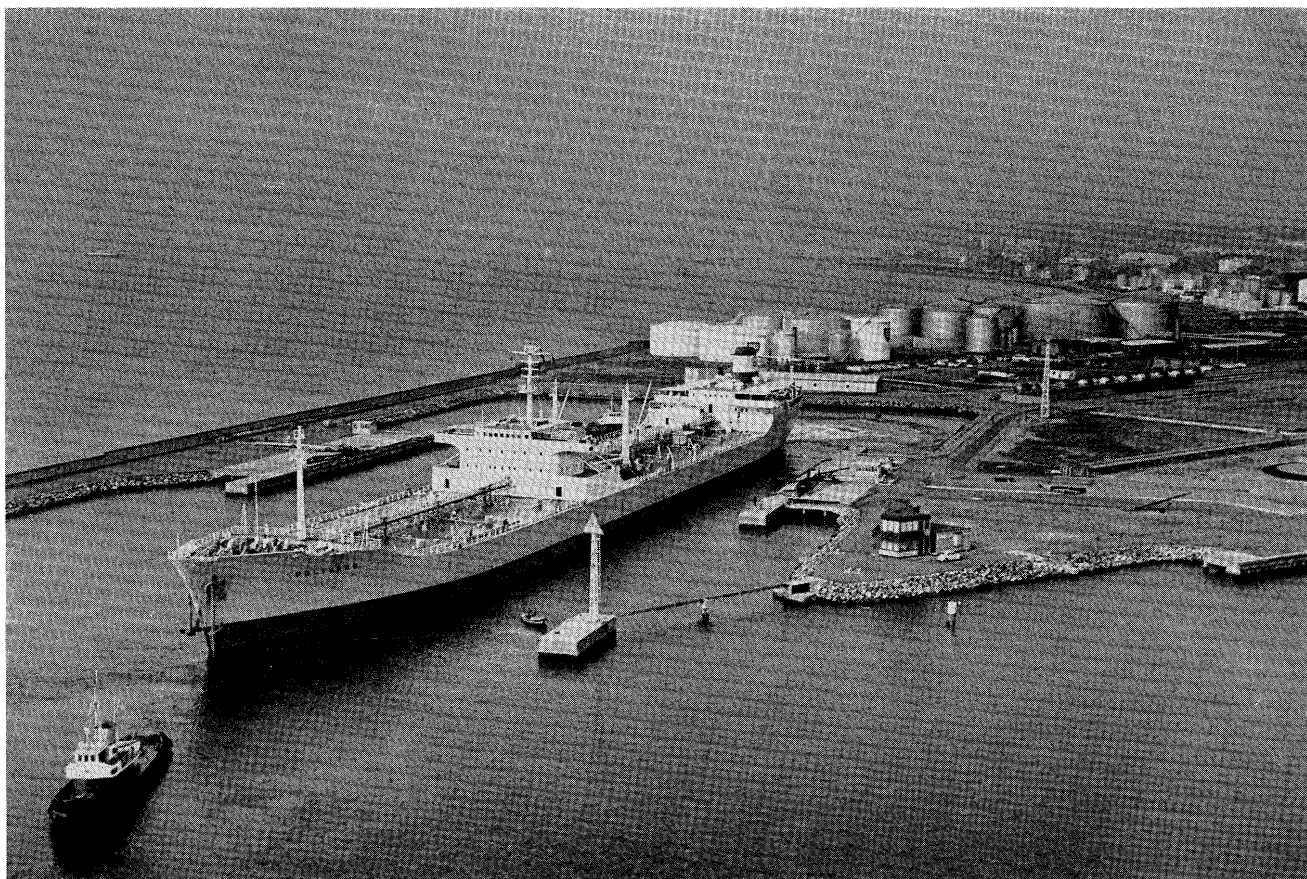
But Helsingborg is also an important terminal for ocean shipping, with regular connections to and from Hamburg, Bremen, Rotterdam, Antwerp, French and British ports, Mediterranean, South Africa, North and South America. These ships are also handled mainly in the North harbour where deepwater quays with railway connections, modern cranes and spacious warehouse accommodation are provided for the purpose.

An especially valuable facility for this regular overseas trade is offered by the relatively new building on Ocean quay containing frozen, cold and heated storage with an overall capacity of 32,000 m³. Thanks to these cool and refrigerated storages situated on the quayside and served by up-to-date cased and piece goods cranes the port is enabled safely and efficiently to receive and forward such commodities as imported citrus fruits and all sorts of exported chilled and frozen foodstuffs. Helsingborg is often called the "food

products town" and it is of interest to note that these cold room and freezer storage facilities are controlled by Helsingborgs Fryshus AB (Helsingborg Refrigerated Storage Co., Ltd.), a major concern operating over most of Western Europe and with its headquarters in Helsingborg.

For many long years the North harbour, some of whose functions we have outlined above, was the mainstay of Helsingborg's port activity. Then, after over 10 years development work the South harbour was brought into service in 1962 thereby more than doubling the port's capacity.

The South harbour is primarily intended for handling bulk goods of various kinds and a considerable part of it has been taken up for the new oil wharf. This wharf has a depth alongside of 11.5 m and is fully equipped for storage and distribution of all kinds of petroleum products. Part of the oil storage arrangements are of very advanced



design. Thanks to this new oil wharf an ever increasing flow of imported petroleum products now passes through the port of Helsingborg.

We said above that Helsingborg is nicknamed the "food products town." The South harbour also plays its part in this trade and is the site of considerable installations belonging to the Shänska Lantmännens Centralforening (Scanian Farmers' Central Union), which is the centralized economic authority for agriculture in the Province of Scania. These installations include a fodder factory, import and export warehouses for grain, fertilizers etc. Helsingborgs Kvarn AB (Helsingborg Mill Co., Ltd.), is likewise established in the South harbour.

One of Sweden's largest margarine manufacturing firms is currently building a new factory in this same harbour which is expected to cater for a large proportion of the home market demand. Here also it was access to a modern and well appointed port that was the deciding factor in choice of factory location.

We described at the start how

Helsingborg with its vast ferry complex occupies a premier position in the system of communications between Scandinavia and the Continent. As is generally known, increasing importance nowadays attaches to carriage of goods by rail or road direct from sender to consignee without transloading even in the case of sea passage. In this connection it is of interest to note that a new ferry service has just been opened between Helsingborg and Travemünde in West Germany. From the very start this route, with its two sailings each way every 24 hours, has shown itself to fulfil a long-felt need. Ferry accommodation is often taxed to full capacity for lorries, cars and passengers.

Appropriately enough this newest of new ferry services is used for the newest of new transport methods "door-to-door in containers." The volume of goods carried in container between the USA (and other overseas countries) and Scandinavia via major European ports and the Travemünde-Helsingborg route is in fact extremely heavy.

In view of the anticipated future expansion of container transport a

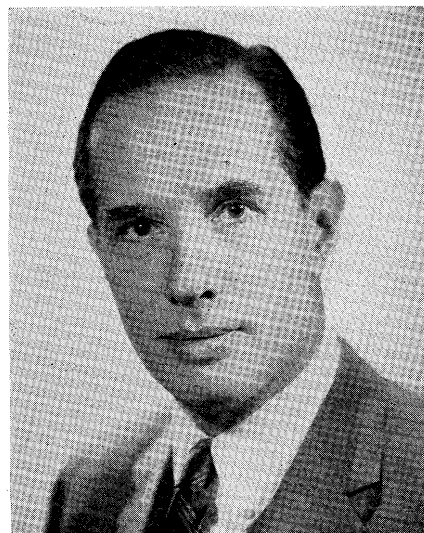
large site with deepwater quay space has been reserved in Helsingborg South harbour for a central container terminal. The intention is that this terminal shall handle the port's container traffic by both the roll-on/roll-off and lift-on/lift-off methods. It is therefore planned to equip it with ferry berths, container cranes, container handling gear, warehousing facilities etc. Thanks to Helsingborg's nearness to Denmark and the Continent, its focal position on the Sound and heavily populated, expanding industrial hinterland, the new terminal should undoubtedly prove a significant contribution to future communications requirements. To this we should add that Helsingborg is an icefree port which remains open to navigation through even the severest winters.

Helsingborg is an old town. But despite its age it is to-day a modern, rapidly expanding commercial and industrial centre. In this it is matched by its port, rationally designed and equipped to meet the revolutionary development of international shipping that must clearly be expected during the next few years.

Louisiana Ports Have Growth Potential

By Dr. Paul A. Fabry

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Dr. Paul A. Fabry

Foreign trade of modern industrial societies is increasingly dominated by big corporations.

- In cooperation with the Government, the large companies plan their foreign trade and investments to maximize security and growth—not profits.

- The flow of international commerce is decreasingly influenced by political differences among nations.

- On the other hand, trade is an increasingly decisive instrument of international political power.

- Central planning of international trade is growing in the free enterprise nations while it is weakening in the socialist bloc.

- New international communication techniques are forcing both competition and “management of demand” to take on a global aspect.

Right or wrong, these theses and their corollaries are today on the minds of economists and traders the world over. And the ports and shippers are pinning their hopes for a bigger share of trade on a revolutionary growth of world commerce—regardless of the validity of these theories.

Translated in terms of trade for the three major ports of Louisiana—New Orleans, Baton Rouge and Lake Charles—these theses mean, among other things:

- a) more traffic originating from the plants of huge national corporations in the lower Mississippi Valley;
- b) growing potential in trade coming from and going to areas with alien economic systems;
- c) increased trade originated by the Federal Government;
- d) lessening influence of local

government and businessmen on the volume, direction and contents of export and import.

Kennedy Round

The curtain has just gone down on the Kennedy Round of trade negotiations, setting new rules that will be decisive on the flow of commerce for the coming decades.

The negotiations were a success. Over-all, tariffs will be reduced by approximately 35% of \$16 billion of American exports and imports. That means many specific items will be cut by a much bigger amount. These reductions may not be all free traders had originally hoped for, but they are far larger than had been expected just a few months ago.

Once the tariff cuts are put into effect—and it will take five years before they become fully operative—this once formidable barrier to increased trade will be largely eliminated. There are other significant deterrents to trade—especially quotas—but the Kennedy Round has apparently done away with the most direct and traditional forms of protectionism.

Under its terms, American farmers—and other wheat producers—will be getting a little more for their exports but will not have fully guaranteed markets. However, the negotiators have concluded a new multilateral aid commitment to provide a minimum of 4,500,000 tons of grain to the developing nations which will also help major grain producers.

Indeed, the danger of returning

to artificial protectionism and political isolationism in America has been significantly reduced.

Optimism

There is general optimism in Louisiana on the possible effects of the Geneva negotiations on trade through the New Orleans and other State ports. The recent annual growth rate of 10% in foreign trade in New Orleans could increase to possibly 14% to 15% per annum in the near future as a result of the over-all tariff cuts.

The tragic side-effect of the just signed pact—favoring the highly industrialized nations—may well be that it will help make the rich nations richer and widen the already formidable gap that separates them from the poor.

In terms of foreign commerce for the port of New Orleans the treaty may mean added business with Western Europe and Japan and possible stagnation in trade with the less-developed world areas. It should be noted that foreign commerce in this leading port in the Gulf may reach \$2.5 billion this year, with exports making up nearly 70% of this amount.

New Orleans, since the end of World War II, has been the second port in the nation in total value of foreign commerce, and it is expected to keep this position in 1967-8.

The last census of manufactured exports from Louisiana showed the State sold nearly \$300,000,000 worth of manufactured goods abroad.

Since then the State has obtained more than \$700,000,000 worth of new industrial plants—mostly owned and operated by large national corporations—with many selling goods in foreign markets.

Louisiana also exports about \$100,000,000 worth of farm crops, minerals, and fishery products annually. This, however, makes up only a small percentage of the huge amount of agricultural products shipped abroad from the port of New Orleans.

Farm Exports

Louisiana farm exports will continue at record levels; crop and livestock are expected to hold close to the 1966 level of prices received; production will be somewhat higher.

The strong domestic and export demand for feed grains is expected to continue during 1967. During 1966, total feed grain consumption increased about 14% in the State to a record high of 174,000,000 tons.

The Mississippi Valley commercial interests have a great opportunity and obligation in the developing international agribusiness. The area has great know-how in agriculture and a successful tradition of private agribusiness leadership.

While much remains to be done before the world will be able to feed itself adequately, the growth in U.S. agricultural exports is one of the major success stories of this century.

Among the elements of leadership of U.S. agriculture are:

- One out of four harvested acres produces for export;
- \$47 billion in farm products will be exported in the current fiscal year, of which \$5.5 billion will be for U.S. dollars.
- Exports of wheat, feed grains, and oilseeds *each* exceeded \$1 billion last year.

The Port of New Orleans plays a tremendous and still-growing role in international trade and, in particular, in agricultural exports. This port has been the nation's perennial grain export leader, and today ships approximately one-third of all the grain leaving the U.S.

Another important item in the foreign trade picture, especially

since the Middle East crisis, is petroleum. Crude oil production in Louisiana is at an all-time high, and continues to grow with the world's demand making ever-increasing calls on the vast reserves in the State.

Production

Production today is well over 2,000,000 barrels of crude oil and condensate during each 24-hour period. Crude oil alone is being produced at better than 1,800,000 barrels a day in Louisiana.

All in all, Louisiana should expect 1967 to be as good as 1966 in terms of industrial growth—and 1966 set a 10-year high in dollars spent.

The year 1967 should see the continued growth in heavy industrial investment and of light manufacturing in the State. Encouraging signs of diversification in Louisiana's industrial economy are beginning to show.

Despite the chemical industry's continuing heavy investment in the State, two of the largest new industrial facilities to come into Louisiana in 1966—particularly in terms of employees and payrolls—were Western Electric Co., and Lockheed Aircraft Service Co., with the Ford Motor Co., announcing plans for a major battery plant.

Chemicals and petroleum, however, will continue to form Louisiana's industrial backbone, but new industrial muscle is being added every day as manufacturers in a wide range of industries discover the investment potential in Louisiana.

To revert for a moment to our lead thesis these new manufacturing investments in Louisiana—along the pattern of most other States—were originated and are operated by big corporations and their production, the destination of goods and their competitiveness will depend almost exclusively on decisions reached at the corporate headquarters which are outside of Louisiana. In turn, their executives and computers will determine a commanding share of foreign trade for the State and its ports.

In 1966 global world trade totaled

\$204 billion, of which \$180.5 billion was contributed by the so-called free economies and \$23.5 billion by the centrally planned economies of Eastern Europe and Asia. This represented an increase of more than 100% over 1956, or an average of 10% per annum. Comparing it to the 5% average increase for New Orleans over the last 10 years, we must conclude that the latter has not yet realized its full potential as a world port. This, in effect, illustrates the potential of profitable investment in the area.

Focus

Let us bring into focus the history of the geographic distribution of exports and imports through New Orleans since World War II.

Ten years ago about 50% of the dollar value of New Orleans' foreign business was done with Latin America and about 30% with Europe. By 1966 these figures were substantially reversed and Asia came in as a strong contender with Japan as the number one trader in the port by a huge margin. Will similar changes occur in the next decade?

Will Latin America get off dead center and start realizing its enormous potential? Will Africa, now so politically young, so well endowed in riches of raw materials and with a population of over 200,000,000, start on the road to stability and meaningful development? Will Eastern Europe reappear as a strong buyer and seller? These will be among the factors influencing the future of Louisiana's foreign trade.

To analyze and coordinate much of the international activities in Louisiana, a group of forward-looking businessmen 24 years ago decided to establish International House as the first institution of its kind anywhere in the world. When they located the headquarters in New Orleans isolationism was still a potent factor of American life. Since then, almost everything around us has changed.

Twenty-four years ago the U.S. held a monopoly of untried atomic weapons; jet aircraft were not yet

(Continued on Next Page Bottom)

Port of Rouen

Long-Term Program

A decree promulgated on 25th September, 1967 gave authorization for the first stage of reconversion work in the Rouen-Quevilly basin of Rouen Port.

The Rouen-Quevilly basin is the in existence; the space age was merely science fiction; television was an embryo in electronic laboratories, and our ships on the oceans were threatened by enemy submarines.

Although the basis of their thinking is still valid, the founders of International House could not possibly have foreseen the enormous changes that repeatedly upset the balance of powers as well as the economic balance of the world in two decades.

Any program to promote trade must adjust to the realities of political and economic life of the 1960s, not only because the nation's population has increased over 40% since 1943 and close to 100 new nations have claimed or have achieved independence since World War II, but mainly because U.S. involvement in world affairs is no longer fractional and irregular, but constant and total.

The Government alone cannot do the many things that are expected from the U.S. in today's interdependent commercial world. Civic organizations such as International House must complement the work of our Government.

The opportunities of foreign trade and investment are no longer just a kind of promised land that at best could be explored by a few hardy pioneers. Today the flow of people, goods, funds, and know-how across national boundaries has taken on all the characteristics of economic migration. World trade — although everybody's business — has become an exacting profession, and it has also become a basic factor for industrial growth in the South.

former oil basin situated in the proximity of the common boundary between the commercial and the industrial ports of Rouen. The reconversion of this basin to suit diversified cargo traffic fulfills several necessities.

Diversified cargo traffic is befitting to Rouen and corresponds to one of its fundamental characteristics. The expansion rate of this traffic has remained at a good constancy of five percent for the past several years. The development of the tertiary sector on the one hand and the proximity of the Paris basin on the other will favor the further progression of this commerce.

In the presence of this progression, the wharves used for diversified cargoes are either saturated or very close to being saturated; moreover, some of them can only be dredged at depths which are now insufficient for receiving large cargoes from regular lines. Improvement of the estuary and of navigation on the Seine allow for the accommodation today of cargoes of much greater size than a few years ago. The improvements now being made and those projected for the future assure constant progression of the average tonnage of ships received at Rouen. The interior work of the harbor must therefore be adapted to the new approach conditions acquired and deep water piers should be made available.

As a consequence, the choice of Rouen-Quevilly basin has become imperative. Formerly used for oil commerce, this basin's activity has diminished considerably due to the construction of large oil refineries in the annexes of Rouen Port situated below at Port Jerome and at Notre-Dame-de-Gravenchon. Because the basin is located at the center of the port, it is particularly well suited for receiving diversified cargoes. In short, the reconversion of this basin will inject a new

vitality into the industrial zones situated south of the basin.

1. 1,800 m. wharf area for 25,000-t. ships

The final draft provides for the construction of a 1,760 m. wharf rectilinear to the south bank of the basin. The northern bank is already occupied by silos of the Elie peninsula, serviced by three berths which complete the Seine front equipment.

This 1,760 m. wharf area will provide eleven berths for diversified cargoes and are 150 m. or longer.

Their depth will attain 10 m. in the deepest waters in such a manner as to accommodate the large cargoes of regular lines and eventually bulk ships up to a 25,000 dwt maximum.

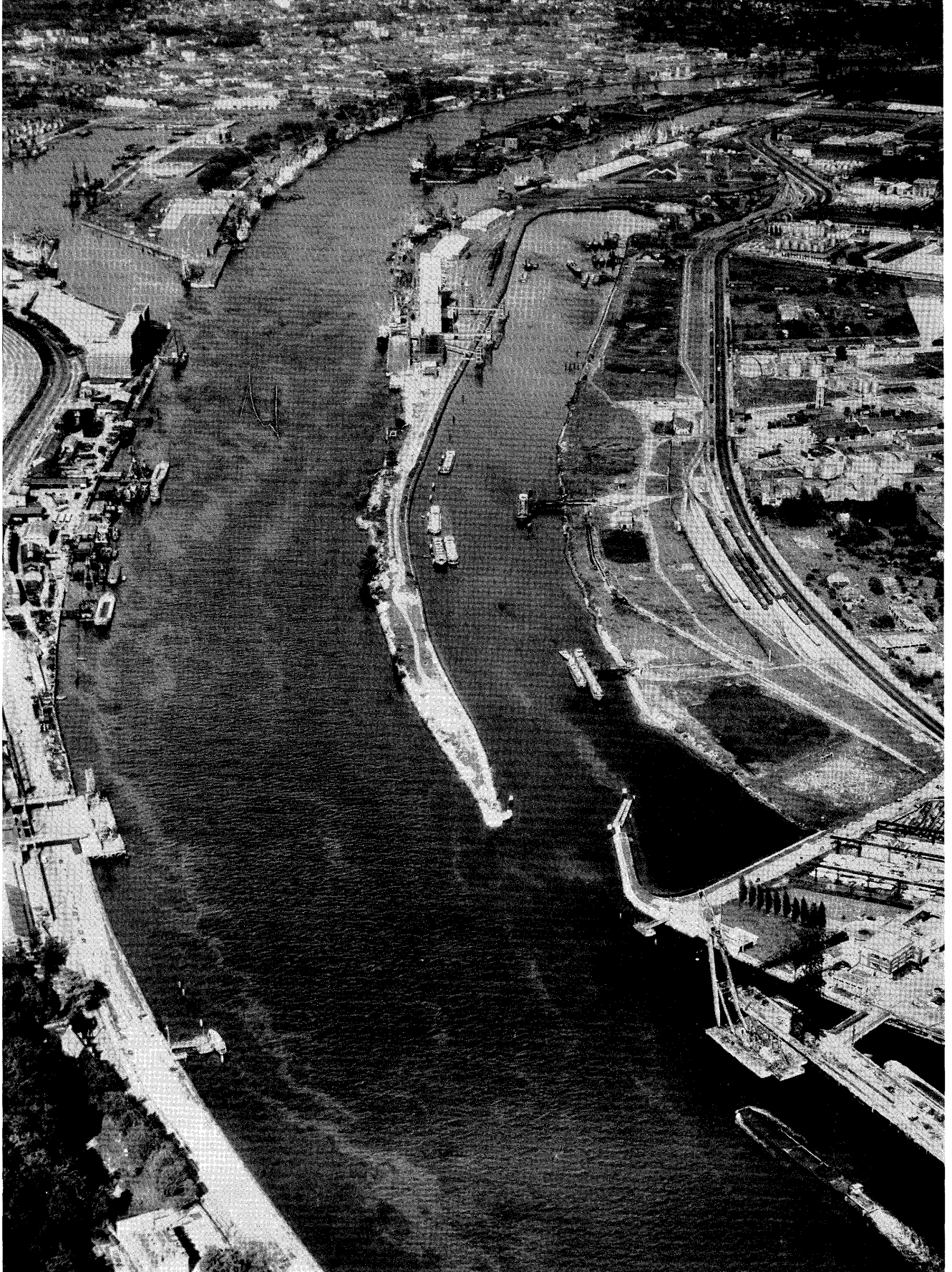
The reception of large units will make it necessary to enlarge the basin; it will be reduced in the southern section in order to widen the area to 178 m. at the entrance and 165 m. on the inner basin of the harbor. In order to facilitate turnaround maneuvers for ships and their entry into the basin, the lower extremity of the Elie peninsula will be reduced in length by 550 m. The new basin will therefore be fully open to the Seine; ship maneuvers will be easier in front of the approach channel, too, due to an elliptic turnaround area having an approximate diameter of 300 m. at the smallest point.

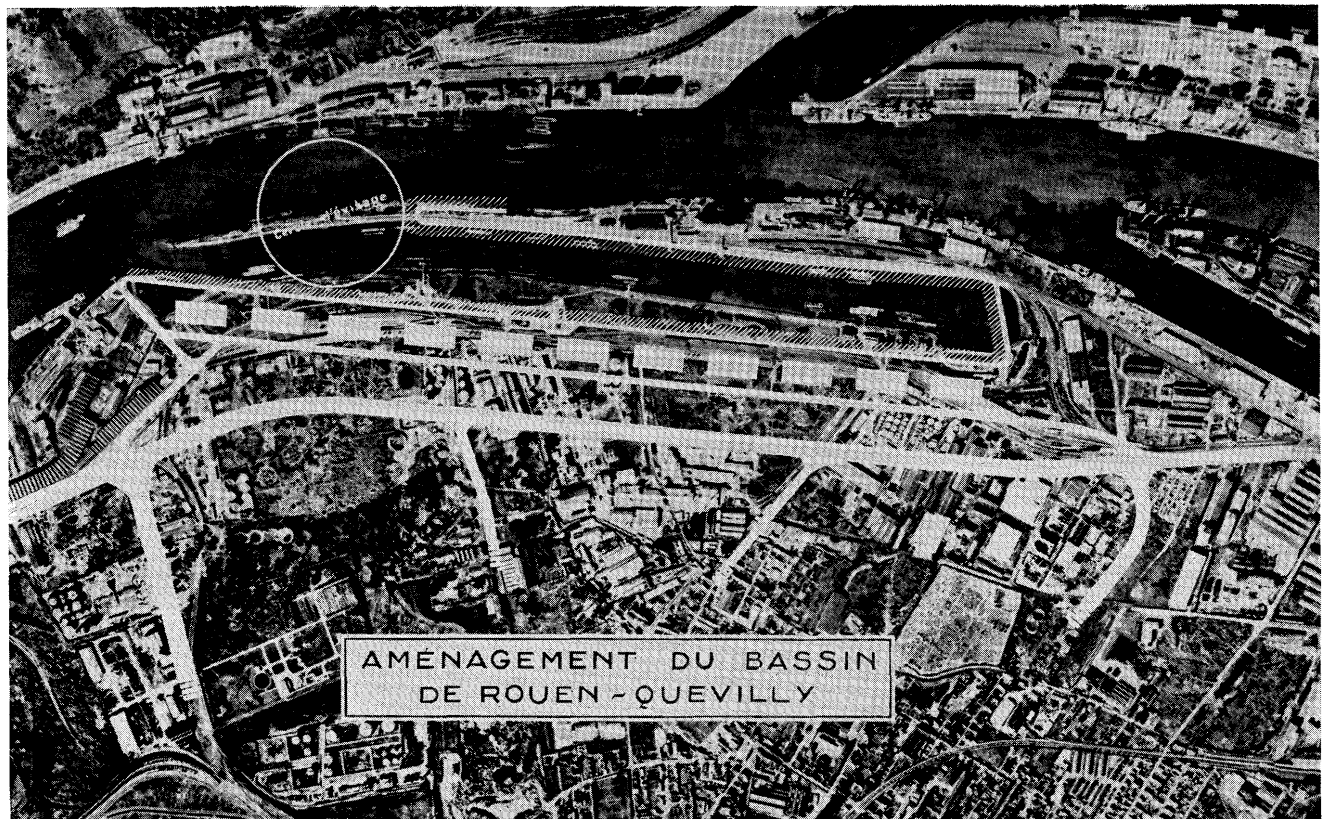
The wharves will be constructed according to the principle of "Danish" wharves; it will be composed of a concrete platform above a sloping covered bank. This platform will be built on piles and steel columns. Facing the open sea, the platform will be strengthened by a massive reinforced concrete crown which will divide the berths. The essential difference from traditional Rouen wharves is the addition of a screen of pile-plank encased on the top in the crown and in the bottom of the foundation, at the foot of the banks. This system permits dredging of very low coasts without it being necessary to make too wide a platform.

The first zone of platforms on the wharf side will be reserved for port administration and transit sheds or open air transit areas. The

(Continued on Page 22)

Port of Rouen





second zone will be used for stocking merchandise which will be left for some time in the port. The total surface area for stocking attributed to each of the eleven berths will be a little more than 17,000 m², in other words, in the first zone, 4,000 m² for sheds and 5,800 m² approximately on the platform and in the second zone, 7,500 m² on the platform.

The wharf will be equipped with an average of three or four cranes per berth, the capacity will be calculated in order to permit direct transshipment of cargoes from ships to barges.

This program will require the reorganization of the existing port zone and in particular the moving of the sea lane about 160 m. to the south.

Such a program must be carried out over several years: it will run through the period allotted by the Fifth Plan.

Its total cost is evaluated at 140,000,000 francs, in other words, 108,000,000 francs for infrastructural work and 32,000,000 francs for superstructural work.

2. Reconversion of the basin and the Fifth Plan

The Fifth Plan for economic and social development (1966-1970) provides for the realization of the first part of the program, namely, the construction of eight wharves extending over a length of 1,200 m. The total cost will be 74,000,000 francs which will be divided in the following manner: 23,000,000 francs for the superstructure which will be paid by the Port Authority; 51,000,000 francs for the infrastructure of which 18,200,000 francs will be paid by the Port Authority and 32,800,000 francs by the State.

As far as 1967 is concerned, a first part totaling 600 m. of wharf area is already being used. It is situated in a region where it will not be necessary, at least in the near future to shift the sea lane. The anticipated expense is 15,000,000 francs of which forty percent, or 6,000,000 francs, will be paid by the Port Authority; the construction should be completed in 1968.

Two large dredgers are presently working on the southern bank at

a 70 m. depth.

The larger share of the dredging will be done by machines belonging to the Port Authority of Rouen (bucket dredgers DR1 and DR2).

Part of the work requires a powerful and specialized machine; the bucket dredger "KALA-NAG" (black elephant named after a jungle novel by Kipling), belonging to the State, administered by Le Havre Port and managed by a Le Havre public works enterprise. Due to its enormous size and powerful bucket which can extract from 6 to 3 m³ of earth, it succeeded in getting through to the bedrock of wharves destroyed during the last war.

On the bank the old platforms are presently being scraped by classic machines (bulldozers and scrapers); the embankment is being fixed in order to improve other neighboring land.

140,000,000 francs in total have been pledged over a five year period: a long term program, but it corresponds in a realistic manner to the progression and the evolution of maritime traffic facilities of Rouen Port.

Orbiter Probe

IAPH News :

Dr. Hajime Sato

At the time of the 5th IAPH Conference in Tokyo last May, Dr. Hajime Sato, Director of the Bureau for Ports and Harbors, Ministry of Transport, Japan, was the Chief of the Conference Secretariat. He resigned office in August, was elected Director-General of the Japan Port and Harbor Association in October, and was appointed Senior Under Secretary of IAPH in January, 1968.

Dr. Sato departed for India February 29 as leader of a Government-sponsored 9-man port survey team on a 20-day tour. The team, or-

ganized by the Overseas Technical Cooperation Agency, is to survey transport facilities for export of iron ore, and is scheduled to visit ports of Calcutta, Visakhapatnam, Bombay, Madras, and then proceed to New Delhi to sit down with Indian Government Officials before flying back to Tokyo on March 20. The team is also to visit the Hydraulic Research Institute at Poona near Bombay on March 5 to inspect and discuss model tests.

IAPH Address

(Effective April 1, 1968)

The International Association of

Ports and Harbors
Kotohira-Kaikan Bldg.
1, Shiba-Kotohira-cho, Minato-ku,
Tokyo, Japan

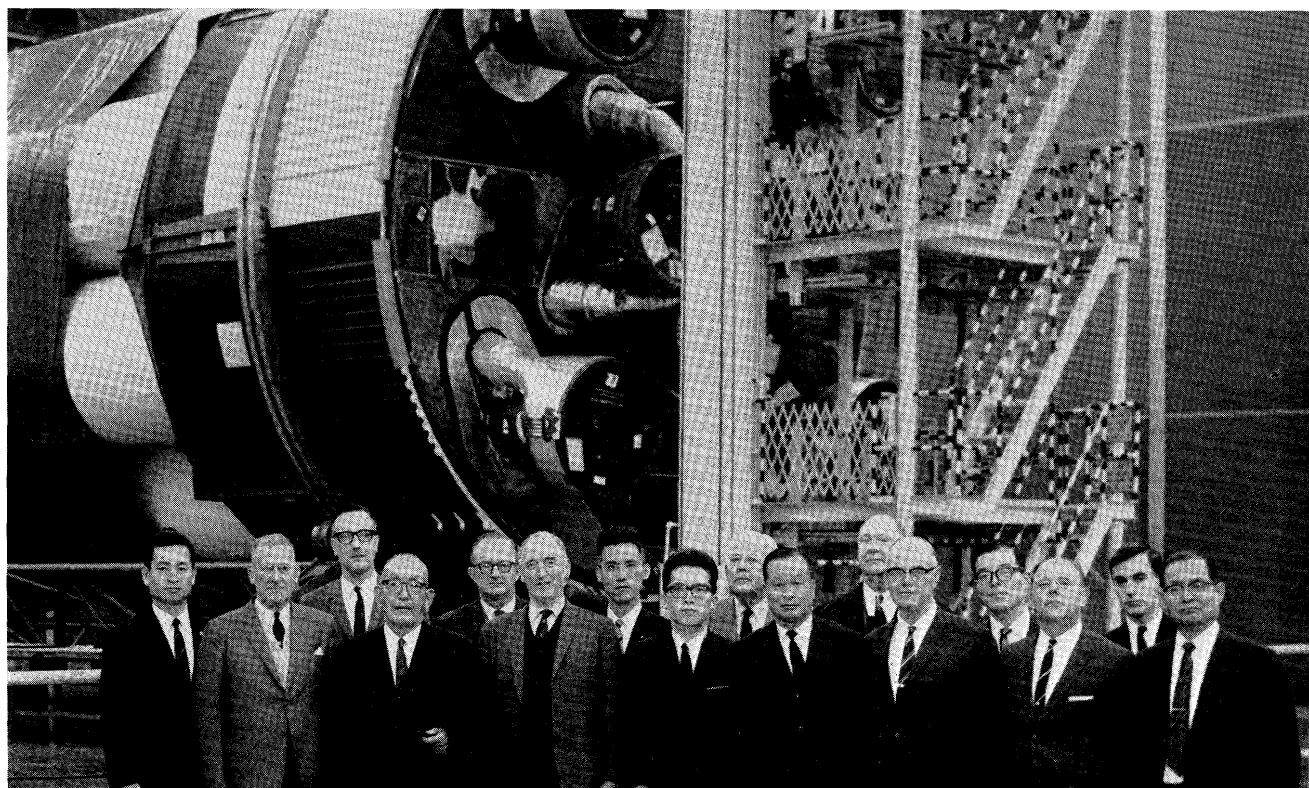
I. H. A.

Mr. J. David, Secretary General of International Hotel Association, 89 Rue du Faubourg Saint-Honore, Paris, France, wrote to IAPH on November 22, 1967 to inform of the resolution passed at the I.H.A. meeting in Salzburg October 21-26, 1967, which runs as follows:
Resolution

Text of a Resolution to be proposed by Mr. Croft of the British Hotels and Restaurants Association at the Salzburg Council on the prevention of maritime accidents likely to harm the hotel industry.

Conforming with Article 9k) of the Statutes,

This meeting of the Council re-



Delegates to the executive committee meeting of the International Association of Ports and Harbors in New Orleans in January toured the National Aeronautics and Space Administration's giant Michoud Operations plant along with port officials. Shown left to right are Takeo Okamoto, W. J. Manning, J. den Toom, Dr. Chujiro Haraguchi, J. W. Martin, Viscount Gilbert Simon, Junichi Taniguchi, Kosaku Masuda, H. Gilbert Smith, Gengo Tsuboi, A. Lyle King, V. G. Swanson, Shigehiro Kusu, N. L. Fidge, Ron Belfiglio, and Toru Akiyama. (Port of New Orleans)

cognising the grave potential risk to all peoples created by the possibility of accident to ships carrying dangerous cargoes such as oil, gas, atomic waste materials, and chemicals recommends every member country to urge in all possible ways its Government to co-operate with I.M.C.O., UNO, and all other appropriate bodies to secure:—

- i) The creation forthwith of an international research organisation entrusted with the task of devising methods of preventing contamination of the shores by discharge of noxious substances from ships, whether by accident or design, and of removing contamination promptly if preventative measures fail;
- ii) that all forms of treatment should be designed also to minimise death and suffering to bird, animal, and marine life;
- iii) the assumption by maritime nations of powers to deal immediately in the appropriate manner with any vessel stranded, in danger or stranding, or in collision, or with its cargo, without prior reference to and authority from the owners of the vessel or of the cargo carried;
- iv) the enforcement of approved routes for vessels so that they enter or leave narrows, territorial waters, or harbours in accordance with prescribed instructions, in the same way as control is exercised over the movements of aircraft;
- v) and the provision at ports of suitable reception facilities for oily waste and other offensive cargo or ballast, and the refusal to accept in any port any ship which cannot give satisfactory proof that it has not discharged any such materials within prohibited zones.

New Book :

The Port of Milwaukee

A new book titled "The Port of Milwaukee—An Economic Review" by Dr. Eric Schenker, Associate Dean of the College of Letters and Science and Professor of Economics at the University of Wisconsin-Milwaukee, has been published by The University of Wisconsin Press at \$7.50/60s per copy.

The foreword by Mr. Harry C. Brockel, Port Director of Port of

Milwaukee, points out the importance of economic analysis of maritime trade especially for the people of Milwaukee, and of Wisconsin. Mr. Brockel thinks it would be safe to say that the average Midwestern industrial city, be it a lake port or an inland trading center, has had a much lower level of interest or perception in this aspect, than does a San Francisco, a New Orleans, a Baltimore, or a New York.

Milwaukee, one of the nation's largest cities and a major manufacturing center, was a port before it was a city. Historically serving the North American mid-continent, it has, with the opening of the St. Lawrence Seaway in 1959, expanded into an international port of growing importance. Dr. Schenker documents the changing character of the port's operations as the volume of its overseas trade increases, investigates the traffic pattern of its hinterland, and predicts a rising role for Milwaukee as a leading port on the nation's fourth seacoast.

In addition to sheer tonnage volume, the Port of Milwaukee has many features that make it of special interest to economists. The first American Great Lakes port to establish a public port authority (1911), Milwaukee can now boast of an unusually profitable operation. Its notable railroad car ferry operation, though not an actual part of the Seaway trade, provides special economic advantages—it affects the rail rates, traffic routes, port investment, and cargo diversification.

Guided by figures and charts, Dr. Schenker examines the influence of both local and federal government on port activities, discusses the domestic and foreign traffic, analyzes the port's effectiveness in developing potential overseas traffic, and suggests some possible policy recommendations for future port activities. Of particular interest is his development of the "multiplier effect" with respect to the income and employment generated in the local Milwaukee community by virtue of port operations.

Since 1960 Dr. Schenker has been a member, and Chairman from

1963 to 1966, of the five-man Milwaukee Board of Harbor Commissioners which is responsible for Milwaukee's public port facilities. He has written numerous articles and reviews for group meetings and scholarly journals.

Mooring Methods

London:—"The First Report on Ship Mooring Methods" is available at £3.0.0. sterling per copy from The British Ship Research Association, Wallsend Research Station, Wallsend, Northumberland, U.K. The Chamber of Shipping of the United Kingdom which had initiated the study have the following to announce:

The Chamber of Shipping of the United Kingdom has commissioned the most detailed investigation ever undertaken into how the efficiency, safety and economy of ships' mooring methods can be improved. A special work study team has already produced the first of three reports on the subject.

This report, which covers existing dry cargo tonnage—the others will deal with new dry cargo tonnage and with tankers and bulk carriers—analyses, with the help of new data on the forces to which a ship is subjected when berthed, the criteria which should control the design of mooring systems.

It is obviously not a blueprint for every ship because the precise system for each ship must depend on its size, its trading area and so on. But the report says that by adopting its recommendations there could be significant improvements in simpler and more effective mooring, greater safety and reduced material and manpower requirements for the mooring operation.

Mr. F.B. Bolton, the chairman of the Chamber of Shipping of the United Kingdom's Research Committee, writes in a foreword to the first report.

"The improvement of mooring methods cannot be regarded as a purely shipowner problem. More efficient systems will only be achieved if there is a fuller appreciation both ashore and afloat of the basic principles and forces involved in the

The Year of The Container

"Pacific Shipper"

December 25, 1967

San Francisco, Calif.:—More than any other 12 months to date, 1967 was the year of the container. Virtually every major event on the maritime scene was linked in some way to containerization. For better or worse, ocean shipping was facing up to the fact that profitability in major trades was married to the containership concept and its natural extension, the intermodal system.

The frenzy generated by the container revolution saw vessel designs revamped before they were off the drawing boards, enormous equipment purchases, service revisions, major port development and, in many cases, formation of containership consortia so as to minimize risk and capital expenditure.

A predictable byproduct of this

activity was corporate retrenchment to offset declining profits of several lines who plunged into containership construction and operation with a vengeance.

Atlantic Vs. Pacific

Focal point of much of the action was the trans-Atlantic trade, where the keenly competitive interplay was closely watched by Pacific operators as a precursor of things to come. Too, cargo coordinators who saw the United States as a land bridge for a container shipment moving as part of an intermodal system caused shippers on either coast to begin reappraising traditional routing ideas.

In the battle for cargo that was shaping up, the North Atlantic containership loomed as a very real threat to breakbulk vessels proceed-

ing operation. It is hoped that this report will assist in providing this essential background knowledge and also will demonstrate the practical measures that can be taken to improve the present situation on existing ships."

The report is naturally of particular interest to port authorities. More efficient mooring arrangements will only be achieved with the full co-operation of all concerned and a more general understanding of the basic criteria for successful mooring systems.

Suggestions are made in the report regarding the spacing and design of shore bollards and regarding the importance of shore gangs being fully informed as to the mooring pattern to be used for each ship. It is also recommended that greater attention should be given by port authorities to the fendering arrangements at lock and adjacent structures.

The report acknowledges the con-

siderable assistance given by many organisations and companies, including port and pilotage authorities and shipowners. The research team visited seven British ports (Bristol, Glasgow, London, Liverpool, Manchester, Newcastle and Southampton) and twelve foreign ports (Aden, Antwerp, Bergen, Copenhagen, Gothenburg, Hamburg, Le Havre, New York, Oslo, Port Said, Rotterdam and the Suez Canal). More recently team members have also been to the Great Lakes, Mediterranean tanker terminals and South America collecting data for the two reports due out later this year.

Although the study was initiated as a purely U.K. Chamber of Shipping project, it later became part of the programme of shipowner research work being conducted through the British Ship Research Association. (The Chamber of Shipping U.K.)

ing via the Pacific to the same destinations.

American Export Isbrandtsen Line's containership division, Container Marine Lines, began service in January, sparking hurried conversion and investment programs on the part of United States Line and Moore-McCormack.

Perhaps the biggest threat came from Atlantic Container Line, a six-carrier consortium which began weekly service in November. Consortium members—Cunard Line, Holland-America Line, French Line, Swedish American Line, Swedish Transatlantic Line and Wallenius Line—have pledged a total investment of \$206 million to a 10-ship roll-on/roll-off service.

Container outlays took their toll on earnings of both U.S. Lines and AEIL, touching off company-wide economy drives felt as far as the West Coast. U.S. Lines named APL West Coast passenger agent and retained only a freight solicitation staff in San Francisco.

American Export declared its allegiance to the container revolution in no uncertain terms: shucking off unprofitable (though subsidized) breakbulk services, including its round-the-world run. Termination of the latter resulted in closure of AEIL offices in San Francisco and Los Angeles as the year ended.

Holland America's costly shift to cargo container movement caused the line to bypass its dividend and precipitated reorganization of the line's freight department.

Almost simultaneously, another ACL partner which has suffered disastrous losses during the year—Cunard—revamped its entire corporate structure and appointed Texas Transport & Terminal Co. U.S. general agents. Funch, Edye, a Cunard subsidiary, quit the agency business after 120 years.

Container Casualties

An earlier—and significant—casualty of containership service was the Norwegian-flag Cosmopolitan which quit the North Atlantic trade altogether rather than risk the big financial step involved in containerization. And just last month, a disillusioned Peter Meyer said he was converting two containerships

back to breakbulk freighters because full containership operation had proved more expensive than profits warranted.

For the dominant carriers in the U.S.-Japan trade, the die had been cast. At long last containerization left the talking stage and emerged as a reality. Japan's Big Six followed the trend toward shipping consortia and, which the blessing of the Ministry of Transport, contracted for six newbuildings for a coordinated trans-Pacific containership service, beginning in Fall of 1968.

MOT viewed the entry of Matson Navigation Co. into Far East service as something less than fortuitous, particularly when Matson complicated the neat Japan-flag consortium partnerships ("K" Line-Japan Line; Mitsui-OSK and Yamashita-Shinnihon; NYK and Showa Line) by teaming up with NYK Line in a "shoreside operations" pact covering the West Coast and Japan. The four-line group decided to locate their West Coast terminals at Oakland and Los Angeles, prompting massive construction projects at both ports.

Throughout the year, American and Japanese lines concentrated their energies on preparations for full-fledged containership service. But Matson beat them all to the punch, and inaugurated the first trans-Pacific containership service in September.

Though a new comer to Far East trade, Matson proved no tyro at trans-Pacific conference meetings. The carrier successfully spearheaded container rule revisions in tariffs of both Trans-Pacific Freight Conference of Japan and Pacific West-bound Conference.

Containership Fleet

With Matson and the Japanese firmly committed to trans-Pacific containership service, the major American lines moved quickly to shore up their own position in the pending scramble for containerizable cargo.

American President Lines let contracts worth \$4.7 million to convert two C-4s to full containerships by early 1968, and announced plans to build three additional containerships for \$45 million. Pacific Far

East Line embarked on a \$120 million program to construct six revolutionary LASH (lighter-aboard-ship) vessels, with delivery date of the first set for late 1969.

Sea-Land & the Military

Another containership pioneer—Sea-Land Service—found itself squarely in the middle of trans-Pacific action as 1967 drew to a close. Anxious to gain an early foothold in the lucrative Japan-West Coast containership trade, Sea-Land was eyeing startup of service with empty vanships on the homebound leg of military sealift voyages.

Ironically, the threat of competition from a second containership veteran came at a time when American lines were no longer able to rely on the lucrative military bookings that were filling their ships a year earlier. That the bloom was off the bush could be traced to two developments: (1) MSTS award to Sea-Land of \$85 million in long-term supply contracts covering Philippine and Vietnam shipments, and (2) virtual completion of heavy construction work linked to the Vietnam buildup.

The Intermodal System

The most important new concept stemming from the container boom envisioned the United States as a land bridge for trans-Atlantic and trans-Pacific goods. Railroads and motor carriers took steps to develop fast, container-oriented service between New York and the Pacific Coast, with an eye to radically reducing door-to-door transit time and, eventually, cutting overall cost.

Carriers began to question the traditional role of the Panama and Suez Canals, and the latter's mid-year closure caused shippers and transportation firms to look more closely at alternative routing methods.

Railroads and truck lines looked ahead to an influx of containership cargo from Japan and began an intensive campaign for a share of the traffic. Intermodal service boosters included Great Northern Railway, Union Pacific, Southern Pacific, Navajo Freight Lines, and Pacific Intermountain Express.

Since the profit potential of containerization is maximized only

when a door-to-door shipment is arranged, a new breed of transportation specialist—the trans-modalist, or cargo coordinator—appeared on the transportation scene.

Both P-I-E and Southern Pacific set up subsidiary firms to function in this capacity, in a bold move to acquire rate and routing responsibility for cargoes moving in foreign trade.

These developments pointed toward the demise of the foreign freight forwarders in container trade.

Mexican Port Program

San Francisco, Calif.:—The 1968 port improvement program of Mexico's Naval Ministry calls for the development of drydock capacity at the government-owned shipyards in Veracruz to accommodate larger vessels.

When completed, according to Mexican authorities, the improvement will make Veracruz one of Latin America's principal ship repair operations.

The program also calls for a new dock at Puerto Vallarta for coastal freighters, and further improvements at Ensenada, which has become an important export port for cotton and wheat.

Studies are in progress on improvements at the Port of Manzanilla, through which more than 400,000 tons of export wheat were shipped in 1967. The volume is expected to go over 500,000 tons this year. (Pacific Shipper, January 15)

Chilean Fruit

Baltimore, Md., January 25:—The initial shipment of fresh fruit from Chile will arrive in the Port of Baltimore on the Grandcolumbiana Line's CIUDAD De BUCARAMANGA on Friday, January 26, for discharge at Pier 1, Clinton Street Marine Terminal. This is one of the two recently acquired piers purchased from the Pennsylvania Railroad by the Maryland Port Authority and renamed.

The shipment will consist of 3,986 boxes of peaches loaded at the Chilean ports of Puerto Limon and Puerto Barrios.

Robert L. Berner Company, U.S.

fruit and nut importers headquartered in Chicago, is bringing the valuable new cargo into Baltimore. The company plans regular consignments of fresh fruits from Chile, mainly grapes, peaches, plums and nectarines. Shipments to the U.S. South, North and Mid-West are being handled by the Baltimore distributor, the G. Fava Fruit Company.

The reverse seasons of North America and South America play a key role in creating an excellent market in the U.S. for the importing of Chilean fruit. Chile's California-like climate provides an ideal growing season which coincides with U.S. winter months. The Chilean fruit industry also models its pesticide spraying program after that used in the western U.S.

The movement of fruits via the port of Baltimore is aided by the refrigerated space on board the vessels of the Grandcolumbiana Line, which regularly serve Baltimore. This reefer service makes the fresh fruit shipments possible in two ways. First, the fruit must be kept chilled to keep from ripening. Secondly, the fruit is coldtreated in the vessel's reefer space enroute to the U.S., which eliminates the presence of the Mediterranean fruit fly or that pest's contamination of the cargo.

Terminal Shipping Company of Baltimore is handling the vessels and stevedoring at the pier, and according to Peter J. Schmidt, company stevedoring and pier superintendent, Terminal has constructed a new fumigation chamber at the pier especially designed to handle the fruit shipments. Terminal Shipping leases part of the Pier 1 facility from the Port Authority.

On hand to greet the ship will be Baltimore City's Comptroller, Hyman A. Pressman on behalf of Mayor Thomas J. D'Alesandro, III; John P. Farrell, Jr., Robert L. Berner Company; Samuel Fava, G. Fava Fruit Company and officials of the Maryland Port Authority. (Maryland Port Authority)

Ocean Engineering

Long Beach, Calif., January 23: —The Port of Long Beach will be the site of an ocean engineering research facility to be built by Battelle Memorial Institute, the world's largest independent research institute, it was announced today.

The facility, for which ground is expected to be broken within the next few weeks, will be situated on a six-acre plot on the extreme west end of Pier "J" facing the outer harbor and open ocean. The Board of Harbor Commissioners has granted Battelle a 40-year lease for the site.

The announcement was made by Mayor Edwin W. Wade, David C. Minton, Jr., director of the Institute's Columbus, Ohio, laboratory; Long Beach City Manager John R. Mansell and Llewellyn Bixby, Jr., chairman of the Board of Harbor Commissioners.

Commenting on research plans for the facility, Minton said that emphasis will be on ocean engineering problems, as distinguished from those involving marine biology and other life sciences.

As examples of the type of research likely to be conducted at Long Beach, he cited programs on equipment for offshore oil and gas wells, on "loose" mineral recovery, on seawater desalination, on submersible vehicles, and on beach erosion control.

Initially, the facility will occupy about 17,000 square feet and will include a building to provide office and laboratory space and an external experimental area, as well as a boatdock. Construction of the initial facility is scheduled for completion during the summer of 1968. Estimated cost is \$425,000.

Richard J. Anderson, coordinator of Marine Research at Battelle-Columbus, said "There is growing global recognition that man's future will depend heavily on his knowledge of the oceans and their resources."

Underscoring the importance Battelle attaches to ocean research, he pointed out that it operates smaller marine research facilities near Daytona Beach, Fla.; at Duxbury, Mass.; and at Sequim Bay,

Wash.

The new facility at Long Beach will complement research at these existing laboratories and strengthen the international research organization's capability for heavy engineering programs.

Battelle, which did more than \$90 million in research contracts last year and employs more than 7,000 persons, has laboratories throughout the world including Switzerland, Germany, England and France. Other overseas operations and offices include Bangkok, Lima, Madrid, London and Rio de Janeiro.

Long Beach City Manager Mansell said today's announcement is the culmination of more than a year's negotiations with Battelle. Discussions have included not only the immediate construction of the facility on Pier "J" but also Battelle's longer range plans for the Long Beach area.

Key Battelle-Columbus men, in addition to Minton and Anderson, who will have an active role in development of the facility at Pier "J" are William H. Browne, Frederick L. Bagby, Gerald Francis, Daun Peterseim, Victor G. Mellquist and H. Dana Moran. Mellquist and Moran are resident representatives in the Battelle offices in Los Angeles.

The \$225 million Port of Long Beach, which since the end of World War II has become a major world port, is a growing center for a study of ocean sciences and a development of marine resources.

Board President

New Orleans, La.: — J. Melton Garrett, vice-president and general manager of Avondale Shipyards' Harvey Repair Yard, was elected president of the Board of Commissioners of the Port of New Orleans at a recent meeting of the Board in its International Trade Mart headquarters in New Orleans.

Garrett replaces George S. Dinwiddie, chairman of the board of New Orleans Public Service, in the post. Dinwiddie will remain on the Board as finance chairman for 1968.

At the same meeting, Richard B. Montgomery, Jr., New Orleans at-

torney and 1967 president of the Chamber of Commerce of the New Orleans Area, was sworn in as a new member of the Board. Montgomery was appointed to the Board for a five-year term by Governor John J. McKeithen, who chose Montgomery from a list of three candidates submitted to him by seven New Orleans civic and commercial organizations, as provided by law.

Election of officers for 1968 among the five-man Board resulted in the following designations: Robert R. Barkerding Sr., vice-president; Dr. Joseph S. D'Antoni, secretary, and Richard B. Montgomery Jr., treasurer.

The Board expressed appreciation to Harry X. Kelly, of Delta Steamship Lines, who retired after five years of service.

Garrett, a native of St. Augustine County, Texas, has been with Avondale Shipyards for 25 years, having achieved his present position in 1964. He is a member of the Propeller Club of New Orleans and is a past president of the Harvey Canal Industrial Club.

Montgomery is a member of Montgomery, Barnett, Brown and Read, attorneys, and holds degrees from Tulane and Harvard universities. He is a member of the Maritime Law Association and a past president of the Louisiana State Bar Association. He is active in many other civic and legal organizations.

The Board of Commissioners sets all policies and makes all major decisions affecting the port of New Orleans. Its membership is honorary, and its decisions are carried out by the director of the port, W.J. Amoss, who heads a staff of some 600 port employees. (Port of New Orleans)

Transport Mooted

New Orleans, La.:—Some 200 transportation, packaging and physical distribution executives from the southern area of the United States gathered in New Orleans October 17 and 18 for the Fall meeting of the Bulk Packaging and Containerization Institute.

The two-day meeting, conducted at New Orleans' Sheraton-Charles

Hotel, was of primary interest to corporate, government and educational officials from the Gulf Coast area. The theme of the forum was "What Can Containerization Do For The South?"

Glenn Mather, managing director of the institute said that the purpose of the meeting was "to smoke out the facts" and to try to dislodge the real and imaginary barriers of expanding containerization in the South presently facing transportation men.

General conference chairman of the meeting was Captain J. W. Clark, president of Delta Steamship Lines, Inc. According to Capt. Clark this was a most opportune time for such a meeting as the impetus for containerization is gathering speed in the South.

"Among the outstanding problems facing containerization in the South are the failure thus far to achieve complete intermodal operation and related problems," Clark stated. (New Orleans Port Record, December, 1967)

Port Shipping Directory

New York, Feb. 7:—New editions of the Port of New York Steamship Services Directory and of the New York Harbor Terminals Map have been issued by The Port of New York Authority.

The 16-page Steamship Services Directory, published annually, lists the names, addresses, telephone numbers and pier locations of the 184 scheduled steamship lines and agents at the New York-New Jersey port. It also contains a listing of world ports and an index, by country, of steamship services via the Port of New York.

The new Harbor Terminals Map incorporates all the changes made in the New York-New Jersey harbor since the map was last issued in 1965. The four-color, 20- by 27-inch map shows the location of steamship piers, major highways, bridges, tunnels and other facilities in the bi-state port. It also identifies rail piggyback terminals and freight and passenger stations. The reverse side of the map carries strip panels detailing pier sites, adjacent rail lines and street connections of

twelve principal sections of the port.

Copies of the Steamship Services Directory and of the Harbor Terminals Map may be obtained without charge from the Port Promotion Manager, The Port of New York Authority, 111 Eighth Avenue, New York, N.Y. 10011, or from the Port of New York Trade Development Office, 32 Broadway, New York, N.Y. 10004. (News from The Port of New York Authority)

Port Annual

Norfolk, Va.:—The 48th edition of The Ports of Greater Hampton Roads Annual is ready for distribution to shipping interests and may be obtained by writing Hampton Roads Maritime Association, 127 Bank St., Norfolk, Va. 23510. (Port of Norfolk News Letter)

Container Base

Oakland, Calif., January 17:—Four major Japanese steamship lines will base their Bay Area containerized freight operations at the Port of Oakland's new Seventh Street Terminal under terms of an agreement just approved by the Board of Port Commissioners.

The lines, which will bring hundreds of thousands of tons of new cargo to Oakland, include: Japan Line, Ltd.; Kawasaki Kisen Kaisha, Ltd.; Mitsui O.S.K. Lines, Ltd.; and Yamashita-Shinnihon Steamship Co., Ltd.

Port Commission president Peter M. Tripp said that the 5-year preferential assignment agreement will provide the four lines with an 8-acre terminal site. It will include a container handling and storage yard, berthing area and a 724-foot-long section of a 1,589-foot wharf now under construction. The Port will also provide a 30-long-ton-capacity container crane for the Japanese berth.

The Japanese shipping line group will also be provided with a 4.1-acre option area by the agreement, which must be approved by the Federal Maritime Commission and the Japanese Ministry of Transport. Final approvals are expected by January 1, 1969, and the initial agreement is for five years.

Under a preferential assignment

agreement, a terminal operator does not pay basic rent but is assessed various "use" charges, such as wharfage and dockage, when operating a facility.

This type of agreement allows other terminal operators to use a facility if not required by the operator covered in the agreement.

Port executive director Ben E. Nutter said that the agreement calls for the Japanese lines to pay the Port an annual minimum of approximately \$162,000, or a maximum of approximately \$178,000 on their container operations.

Nutter said these charges are still subject to change since they are based upon construction costs to the Port, which are not yet final. These are presently estimated at about \$1,163,000.

Nutter said work on the terminal area is well underway and scheduled for completion in August. The Port is constructing the reinforced concrete wharf; providing the 30-ton crane and power distribution system; a dock office building; facilities for longshoremen; the container yard; and an automobile parking area.

The container yard is being designed to permit handling of containers by a variety of methods, including huge, rubber-tired straddle cranes.

The first Japanese vessel is expected to call at the new terminal in October. If the Japanese Government and the FMC have not approved the agreement by that time, the ships will berth in Oakland on a straight tariff basis until contract approval is obtained.

Commission president Tripp says the four Japanese lines plus two others that will be sharing a 42-acre Seventh Street site with Matson Navigation Company, are investing about \$65 million in new containerships and containers. Each of the new ships will have an average capacity of about 750 containers, each 20 feet long.

These six shipping companies are expected to bring between 750,000 and one million tons of new cargo to Oakland each year.

This cargo will consist of most of the containerizable freight these companies are now bringing to the San Francisco Bay Area. The

agreement also permits the four lines a secondary use for their 8-acre site — the handling of other appropriate non-containerized cargo.

Tripp said the agreement is the culmination of two years' negotiations with the Japanese, and is another step in Oakland's emergence as the West Coast's leading container port.

Oakland is West Coast headquarters for Sea-Land Service, which handled more than 800,000 tons of containerized freight here last year. Matson Navigation Company, which services Hawaii and the Far East, will establish its Bay Area container operations at Seventh Street late this year. N.Y.K. Line and Showa Shipping Company will share Matson's site.

A Port delegation, headed by Oakland Mayor John H. Reading, is scheduled to be in Japan next week to sign the agreement with the top executives of the Japanese shipping companies. Port officials attending the ceremony will include Tripp, Nutter, and Commissioners Edward G. Brown, Robert E. Mortensen, Emmett Kilpatrick and George J. Vukasin. (Port of Oakland)

Philadelphia Port Corporation

Philadelphia, Pa., Dec. 5: — The Packer Ave. Marine Terminal, first major step in Philadelphia's program to modernize and expand its general cargo facilities, will be partially opened at 10:30 a.m. Wednesday (Dec. 6) to unload 2,000 tons of crushed chrome ore from the Danish freighter S. S. Flynderborg.

The arrival will mark the first actual cargo to be handled at the still-incomplete marine terminal, on the Delaware River just below the Walt Whitman Bridge. The terminal is being constructed at a cost of \$18.5 million in self-sustaining city and state funds.

The terminal is scheduled to move into complete operation early next year. It has been leased by the city to the Philadelphia Port Corporation, a non-profit enterprise between the city, state and Greater Philadelphia Chamber of Com-

merce, to facilitate expansion and modernization of the city's general cargo needs.

Local agent for the freighter is the Lavino Shipping Co., which is also operator of the new terminal under a lease with the Port Corporation. Arrival of the vessel, coming here from Ireland, is expected to provide a test of the terminal's cargo-handling capabilities.

The ore, in bags, is consigned to Mineral Refractories Division, Howmet Corp., which operates plants in Camden and Conshohocken.

Frederic A. Potts, president of the Port Corporation, commended both state and city officials "who have worked so hard to bring about construction of the terminal so that Philadelphia can compete more effectively among other East Coast ports for general cargo shipping."

The terminal is equipped with three marginal berths for king-size cargo carriers, three large transit sheds, two warehouses and a "freezer" building for storage of in-transit perishable commodities.

In addition, the Packer facility has convenient access to the Delaware Expressway, the Schuylkill Expressway and other main highways to provide overnight service to one-third of the country's population. Other service elements include three trunkline railroads and an extensive back-up area for conventional and containerized shipping. (Philadelphia News Release)

Grain Terminal

San Francisco, Calif., January 8: — Attracted by water depths of 40 feet and plans for the construction of an additional elevator, some of the world's largest bulk carriers are calling at the Port of San Francisco's Islais Creek Grain Terminal, Port Director Rae F. Watts announced today.

The new, 37,000 ton ship EASTERN FREEDOM was the latest bulk-carrier to load at the facility, taking aboard tons of milo for the burgeoning livestock and poultry feed industry in Japan.

The EASTERN FREEDOM was the seventh ship with large grain capacity to load at the facility in

the past several weeks, Watts said.

"Our increased water depth and plans to redesign and double the storage and loading capacity at the Grain Terminal has led to the development of Islais Creek as a major shipping point for grains from the United States to the Far East," Watts said.

San Francisco is the only Northern California port that can assure a depth of 40 feet of water for the large grain carriers that are entering the trade between the United States and Japan.

The Islais Creek Grain Terminal is operated by the Pacific Vegetable Oil group. Plans call for the facility to be modernized and reconstructed to double its capacities, making it among the most efficient grain terminals on the West Coast.

When work is completed, the grain terminal will have a storage capacity of 2,000,000 bushels and a loading capacity of more than 1,200 tons per hour. Six modern, mechanized loading spouts will be arranged to load large bulk carriers without shifting the vessel. (Port of San Francisco)

'Tokyo Express'

Seattle, Wash.:—Northern Pacific Railway's "Tokyo Express," loaded with trailers and containers on flat cars, initiated an experimental fast-freight test run on December 2 between Seattle and Chicago. The train left Seattle on December 2 and arrived in Chicago December 5, approximately a full day faster than present freight schedules.

The experimental run was carried out to measure, under actual operating conditions, the practicability of moving trailers and containers on flat cars from Pacific Northwest ports to Chicago on high-speed passenger-train schedules.

"The growing demand by shippers for shorter transit time, particularly in import-export trade, along with an increasing volume of business from Far East countries, may soon generate enough traffic to justify inauguration of regular service on this fast-time schedule," said E. M. Stevenson, vice president of traffic for Northern Pacific.

The "Tokyo Express" made stops

only at Pasco, Spokane and the Twin Cities on its run to Chicago.

Import commodities carried on the inaugural trip included fruit, artificial flowers, toys, machinery, batteries, sporting goods, musical instruments, sewing machines, radios, televisions and Christmas items from Japan.

Among domestic items included in the shipment were pineapple, apples, steel castings and paper. (Port of Seattle Reporter, January)

36 Feet Channel

Sydney, January 22:—A contract has been let by the Maritime Services Board to Australian Dredging and General Works Pty. Ltd. for the deepening of the Steelworks Channel to 36' and for the dredging of an area off the entrance of the harbour to a depth of 42.'

In announcing this in Sydney today, Mr. W. H. Brotherson, President of the Maritime Services Board, said that the letting of the contract was in keeping with the indication given by the Premier last year that the steelworks channel would be dredged to this depth by the end of October, 1968.

The large capacity contract dredge would supplement the work of the Public Works Department dredges which would be operating on behalf of the Board and this would ensure that the time schedule set by the Premier would be met.

The dredging to be undertaken by the contractor outside the entrance to the port where vessels are subject to movement by the wave action, is to make provision for deep draft vessels requiring 36' of water in the entrance channel.

The dredging to be carried out by the Department of Public Works will not include the dredging outside the entrance bar and will be upstream in the Steelworks Channel from the section to be dredged by the contractor.

The area to be dredged by the Department of Public Works comprises about one third of the total work to be undertaken. (The Maritime Services Board of N.S.W.)

Trincomalee

Bombay:—Cargo handling operations at the Ceylonese east coast port of Trincomalee have been taken over by the State-owned Port Cargo Corporation with effect from October 5. The decision is stated to follow the poor performance of stevedoring contractors at the port which is said to have stopped practically the movement of cargo from the port.

The port handles about 40 per cent of Ceylon's tea exports but sporadic strikes in the harbour have brought the traffic of the port to a standstill.

Trincomalee is the third Ceylonese port to come under the control of the Port Cargo Corporation. The other two are Colombo and Galle. (Indian Shipping, October)

Navigation Beacon

Hong Kong, January 19:—The Governor-in-Council has authorised the construction of a navigation beacon at the entrance to the future cargo handling basin near Kellett Island in Wan Chai. The beacon, to be built within a square portion of seabed totalling about 100 square feet, is to mark a rock outcrop in the area. At the same time, a section of the existing breakwater arm at the north-west corner of Kellett Island will be extended for a distance of 85 feet having a width of 45 feet. The extension is to give added protection to the cargo handling basin, to cover the outcrop of rock there which would otherwise be a hazard to craft and to increase water circulation in the basin to minimise pollution. (Hong Kong Government Information Services)

Colombo

Bombay:—The Ceylon Ministry of Trade and Commerce is reported to be considering a big scheme for developing the Port of Colombo into a key point in the East for the unloading of container ships and the distribution of containers. Although the adoption of the scheme may mean reduction in the labour force for cargo handling at the port, it is stated that the country would gain by way of higher port charges

and by the employment of manpower required for the distribution of the containers. The Ministry of Trade and Commerce is stated to have set up a five-man Committee for investigating the scheme which, it is intended, would be financed by British and Australian shipowners who are the most likely users of the port as a container port. A container service between London and Sydney via Suez is scheduled to be put into operation by the end of 1969. (Indian Shipping, September)

5-Year Plan

Tokyo:—A five-year plan to develop harbor facilities will be launched April 1 with emphasis on construction of container terminals.

The harbor improvement plan will be carried out by the Transport Ministry with appropriations amounting to more than ¥1,000,000 million.

The plan is aimed at upgrading harbors to meet the demands of the new age of containerization and also the trend toward construction of increasingly large ocean-going ships.

It will stress construction of container piers at Tokyo and Osaka bays, improvement of harbors for domestic port trade, and building of "industrial" ports in special industrial development regions.

According to the Transport Ministry, the total number of freighters ordered in the world in 1965 reached 255, of which 141 were in the 25,000~50,000 DWT class.

In addition to the trend toward construction of large-size ships, containerization of cargo was progressing at an accelerated pace in the United States and nations in Europe, creating a need for new ports for their accommodation.

The Keihin Port Development Authority will begin construction in fiscal 1968 of 250-meter long container terminals in Tokyo Bay to berth 20,000-DWT container ships. It will build five berths at Oi Pier in Tokyo Port and three berths at Honmoku Pier in Yokohama Port.

The Hanshin Port Development Authority will begin construction over a five-year period of four berths at Minami Pier in Osaka

Port and four berths at Port Island Pier at Kobe Port.

Under current plans, the piers will each have a container terminal ready for operation in fiscal 1969, which begins in April next year.

The Transport Ministry hopes to use the piers for trade with ports along the U.S. Pacific Coast, Atlantic Coast, Europe and Australia.

The Keihin and Hanshin port authorities also hope to build a total of 28 cargoship piers. In addition to these, local entities in Tokyo, Yokohama, Shimizu, Nagoya, Yokkaichi, Osaka, Kobe, and Shimonoseki have plans to build a total of 62 berths. (Japan Times)

Incinerator

Auckland:—The Auckland Harbour Board is to build an incinerator for the destruction of all combustible refuse collected daily from ships in the Port. This is to replace the present system of dumping from the collection vessel outside the harbour.

The new procedure is a requirement enforced by the New Zealand Government as part of an intensive campaign to prevent the introduction of Foot and Mouth Disease into New Zealand. As an added precaution used motor vehicles arriving at the Port are examined by the Health Authorities and except for vehicles from Australia all are required to be cleaned by a high pressure steam process to remove and destroy any material that could possibly contain traces of disease. (Auckland Harbour Board)

Mr. Savory Reelected

Auckland:—Mr. R.C.F. Savory, C.B.E., F.I.O.B., has been re-elected as Chairman of the Auckland Harbour Board, the Port Authority for the Port of Auckland. Mr. Savory, a Master Builder, has served the Port as a Board Member since 1958 and has been Chairman continuously since 1961. A man of wide interests, he is also Chairman of the Board of Governors of the Auckland Technical Institute and served as a member of the Auckland City Council for nine years. He is a Past President of the New Zealand Builders' Federation and also of the Harbours Association of



Mr. R. C. F. Savory

New Zealand.

Mr. Savory has studied improved cargo handling systems, particularly containerisation, in the foremost ports of the world and his Board has been able to benefit from his knowledge.

Auckland has been quick in grasping the significance of advantages to be gained from the use of the container and the unit load and is planning its new Fergusson Wharf to modern container-terminal standards to be ready when Shipping Lines commence trading with container ships to Auckland. (Auckland Harbour Board)

Railway Links

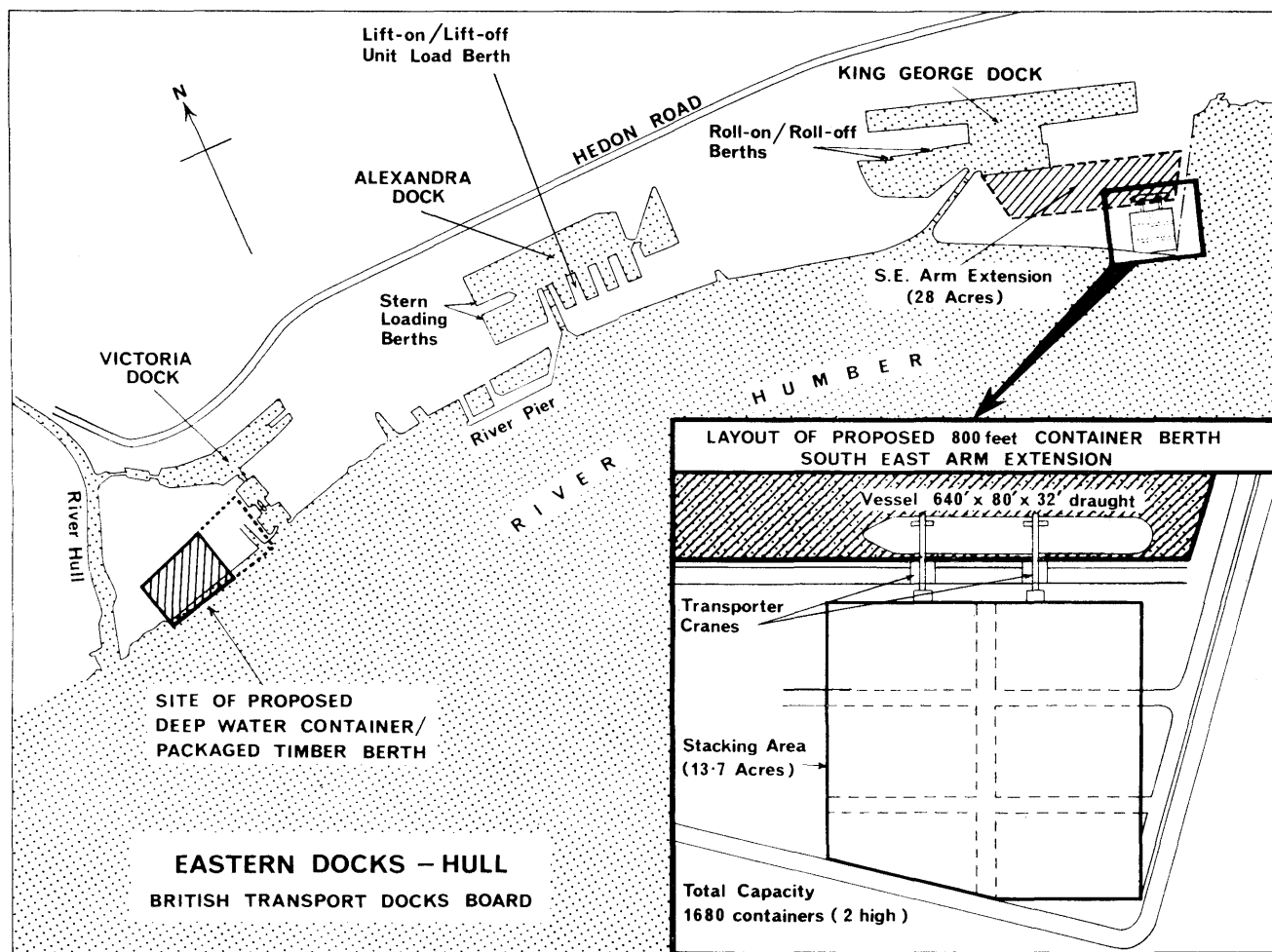
Damascus, Syria, Feb. 28:—A five-nation railway conference in Baghdad has agreed on a program for expanded cargo shipments between Eastern Europe, the Balkans and the Middle East.

This was announced by a spokesman for Syria's delegation which has just returned from a conference also attended by Turkey, Greece, Bulgaria and Iraq.

The eight-day conference, the spokesman said, approved a direct cargo line from Bulgaria across Greece, Turkey and Syria to Iraq and back once a month.

This line would also carry cargoes to Arab emigrants on the Persian Gulf from Eastern Europe and other Middle Eastern countries.

Extension at Hull for Ocean Container Service



These shipments would be unloaded in Iraq's southern Port of Basra and transferred by ship to their destinations, he said.

The conference, he added, studied applications from Iran and Yugoslavia to join the Federation of the Bulgaria-Middle East Railway Tariff. He did not say whether the two applicants were admitted.

Syria and Iraq also agreed to start fast passenger train services between Aleppo in northern Syria and Mosul in northern Iraq three times a week. (Shipping and Trade News)

Extension at Hull

London: — Development currently under way at the British Transport Docks Board's King George Dock at Hull, where a new £7 million 8-berth deep-water extension to the dock is well advanced, is a further stage in a determined effort by Britain's third port to increase its share of container and unit load traffic.

Hull is ideally situated for transshipment traffic from Rotterdam and Amsterdam for those ocean container services which will not call at a U.K. port, and the new facilities being provided by the Docks Board are well suited to the

600-container capacity vessel which the McKinsey report on containerisation demonstrated as the optimum size for this type of voyage.

Already Hull is one of the leading ports in the country for unit load traffic in the short-sea trades. To date the Docks Board have provided new and specialised terminal facilities for seven such services to the Continent and Scandinavia and the 24 sailings by specialised vessels each week have boosted the port's unit load traffic from 289,000 tons in 1966 to more than 600,000 tons last year.

Hull's new dock extension, due for completion early in 1969, was originally designed to relieve pres-

Ahead Lies a Future of New Opportunity

By Mr. M.D. Oliphant, M.B.E., T.D.

**Chairman
The Mersey Docks and Harbour Board**

*at the Board's Meeting held
on December 11, 1967*

(Port of Liverpool News, December 1967)

The first matter I should mention is our pleasure at the Knighthood conferred by Her Majesty on Sir Clifford Dove. His immense knowledge of all things concerned with ports makes this honour well-deserved, and we are proud that he should be our Director General. We are also pleased that the Minister of Transport has appointed him

sure on existing conventional berths and to a certain extent still retains this role. The tremendous progress of containerisation in the past two years however resulted in revised designs being drawn up so that some of the berths will be suitable for container ships. On its south side, where ample land is available for container marshalling areas, the new quay construction incorporates crane tracks for the large transporter cranes which it is hoped to install. Other berths will be available for such cargoes as packaged timber imported in large bulk carriers from Canada.

Still further plans already in preparation at Hull in the port's bid for container traffic involve the possible construction of a riverside berth adjacent to the Victoria Dock. This berth, for which powers were obtained in Parliament last year, would be able to accommodate the largest class of ocean container ship and other vessels too large to pass through the 85 foot wide entrance to King George Dock. A depth alongside of 35 feet M.L.W.S. could be provided and there is ample marshalling area available. (British Transport Docks Board)

a member of the National Ports Council.

Mr. R.S.F. Edwards became General Manager in July of this year. His work is by now well-known to users of the Port and contributes much to its smooth running.

We were very glad that the Minister came to spend a morning in the Port last January, so that we were able to show her something of our work and plans. At that time she had not made up her mind about authorising the Seaforth project, although she agreed a few weeks later that it should proceed. Authority was also given for the construction of an interim container berth at the Gladstone Dry Dock, pending the opening of Seaforth at the end of 1970.

To some people it may seem that major ports are semi-slumbering giants and that it takes a very long time to get anything done. It is perhaps not surprising when one considers the magnitude of many of the projects on which we have to embark.

I do not think we can be accused of resting on any laurels or being fuddy-duddy when we have the following new works planned, in hand, or recently completed:—

The Seaforth Dock project — a three-year task—Cost £33.1 m.
The Gladstone Container Berth—completed in eight months—Cost £1.2 m.

A river tanker discharging berth at Dingle—completed in 6½ months—Cost £.5 m.

A renewal of the East Float Pe-

ninsula at Birkenhead — a 2½ year task—Cost £1.9 m.

and other smaller items too numerous to mention.

In addition, multi-million pound projects are being prepared for a new 100,000-ton ship iron ore berth at Birkenhead and a river jetty at Rock Ferry for tankers of the 65,000-ton class.

We are pressing on with the provision of amenities for those who work in the docks. These canteens and washing facilities will cost well over one million pounds and we hope to have brought them all up to standard by the early 1970's.

I have mentioned the mid-river discharging berth for oil tankers. We had planned new jetties at Dingle. Unfortunately, one of the sudden and unforeseeable changes in the channels flowing from the upper river has caused shoaling on the Garston and Dingle side. Such changes occur unexpectedly from time to time; this shoaling is accompanied by excellent conditions in the Eastham Channel on the opposite side of the river. The present situation, which may well alter again in a few years, made it impossible to go on with the new jetty project; we have, therefore, made temporary arrangements by piping oil ashore from a mid-river buoy berth which will allow us to see what happens to the Channel in the next year or so. We are, perhaps, lucky that this change betrayed itself before and not after we had built new jetties, which might then have been useless. We are engaged on studies designed to find an explanation for the alteration in the behaviour of the river: it is usually possible to find why such a thing has happened, but rarely to anticipate it.

New business has come to the Port through our packaged timber berth.

A brilliantly planned all-mechanical meat berth has been constructed by the Blue Star Line and ourselves, and we hope this will increase the throughput of meat.

A new berth for bananas imported by Geest Industries will be ready to receive cargo in May, 1968.

We are, to say the least, disappointed by the proposals of the con-

tainershipping lines to use only one port in Britain for the Australian container trade.

There will, of course, be a fairly considerable residual trade which will presumably continue to come to its accustomed port of discharge. But we have not been convinced that this alteration will be a advantageous to traders in this area as regular services to the port nearest to the inland destination of the goods.

In case, however, we do lose this trade, we are seeking means of filling the gap from certain other countries through shipping lines which have expressed interest in our container facilities.

It has not been an easy year.

We started with a hangover from the seamen's strike: we ended with a heavy drop in arrivals of ships and goods owing to the closing of the Suez Canal. In between, we had the effects of the squeeze and the freeze. The new measurement of tonnage of ships caused an unforeseen drop in dues of £130,000 which will never be recovered.

As a result of all these factors, our surplus on Dock Undertaking and Conservancy is reduced from last year's figure of £1,485,000 to £743,000. This is, of course, far less than is needed to cover Replacement Cost Depreciation.

In addition to this, I must register surprise once again that the Chancellor's increase in Stamp Duty should apply to Public Trust Ports while nationalised industries and municipal authorities are absolved from it. We expect this new impost to cost us nearly £200,000 this year: this kind of fortuitous expense does not help to keep down costs.

The public image of docks, in Liverpool and elsewhere, is one of an endless, queue of vehicles perpetually waiting to load or unload goods.

We had a thorough survey done of all our Liverpool dock gates, which produced the information that 72% of all vehicles collecting goods spend less than three hours in the docks; 56% less than two hours. Vehicles delivering goods to ships spend even less time—76%

under two hours and 60% under one hour. These figures indicate a much more healthy general picture than the queue of lorries seen from time to time makes people imagine to be the case. Our Information Service, giving news of the state of any berth to callers by telephone, helps greatly to save waste of transport time. It would save even more if more people would make use of it before sending lorries to the port.

The Minister of Transport has announced her intention of nationalising the major ports, proposing the creation of a three-tier structure—a National Ports Authority; Regional Port Authorities, in our case stretching from the Solway Firth to Anglesey, and the Ports themselves.

I cannot see any economies likely to accrue from such a structure, and I fear that the proposals will lead to overcentralised control and an absence of competition which will mean higher charges for ship-owners and traders. This will inevitably mean loss of trade to Continental Ports.

The present legislation has only been in force since 1964. A national plan is already evolving from that legislation, and I would urge most forcibly that it should be given more time to prove itself before the port industry is subjected to the upheaval of further radical changes.

It is only right to state that not all my colleagues agree with my view.

Because of these proposals the Board, with the concurrence of the National Ports Council, has temporarily shelved the discussions it was engaged in with the British Transport Docks Board and Unilever on the acquisition of Garston and Bromborough. As all three undertakings are scheduled for nationalisation, it seemed wasteful and extravagant to go through all the procedures necessary to conclude private arrangements for the transfers. If the proposals are altered, negotiations can be resumed where they left off.

Although outside the period under review, I must make reference to certain matters affecting the dock labour situation.

Decasualisation was introduced

in September and in anticipation of this the licensing of employers, which I mentioned last year, had been completed. Unfortunately, at Liverpool a six-week unofficial strike of dock workers heralded decasualisation. The full financial effect on the Board will not be apparent for some months but this is not likely to be less than £750,000 and may well reach £1 million. The damage caused will be severe and long lasting. The loss to the Nation's trade and reputation may well also be far reaching. We must hope that all concerned will see to it that future negotiations are attended by such understanding as will ensure that we never again experience the tragic consequences which must always attend such action.

Everything that we plan and do casts one's mind forward. Only when attempting a review such as this does one remember, almost with an effort, quite recently completed works which, as soon as they are operating, become taken for granted and almost forgotten. There is always new work; there are always opportunities before us for getting new business. It is a salutary frame of mind which port direction brings—

"Ah, but a man's reach should exceed his grasp, Or what's a heaven for?"—and I for one am thankful for it.

All this calls for the best of planning and execution by those working in and for the port. They respond splendidly and earn the gratitude of all of us responsible for accounting to the public for the efficiency of our port.

Relics of the Past

London:—"Most British ports are heavily burdened with relics of the past. The logical and in the long run the most economical way to deal with these relics is to put a bulldozer through the lot . . ." This was the opinion of Mr. I. C. Trelawny, director and general manager, Felixstowe Dock & Railway Company, expressed in a paper—"The Small Ports"—given last night at the Thurrock Technical College.

Mr. Trelawny had earlier pointed out that at present containers were the "in thing" and everyone wanted

to get in on the act.

"Any port which has a crane of sufficient capacity to pick up a 20-ton container advertises itself as a container terminal. Nothing could be further from the truth. The damage being caused to containers and their contents by ports lacking the proper equipment and experience does nothing but harm to the image of the container and inhibits the economies which can be effected by this mode of through transport."

He said the small ports involved in container and drive-on, drive-off operations were growing ports, so they were not prone to the problems of redundancy "which are alleged to be linked with the adoption of new cargo-handling methods. They have developed in the mechanical age, their employees have grown up using modern techniques and appreciate the added earning power they provide.

"On the other hand, there is no local pool of labour, experienced in or accustomed to cargo handling, or to checking or to documentation, on which they can draw when it comes to augmenting the numbers of their employees.

"But I am not sure that this is really such a bad thing. I would submit that the man who has become skilled, through 'know-how' inherited from his parents and grandparents and through a lifetime of his own experience, in stowing cargo in a ship's hold from the top is not necessarily the best person to pack goods into a container through an eight-foot square opening in one end. Nor is he the best person to remove goods containerised elsewhere."

"The logical, and in the long run the most economical way to deal with these relics is to put a bulldozer through the lot; clear the ground, erect wide span single storey buildings and provide as much open space as possible." (Lloyd's List, November 29, 1967)

'Container Blitz'

Bremen: — Bremen is to become even more attractive as the leading German container port. In the coming Spring the German Federal

Railways are going to place into service from Bremen an express goods-train with the name "Container-Blitz" ("Lightning Container"). Its destination will be the Federal Railways' container collection stations in Frankfurt/Main, Mannheim and Ludwigsburg. Aside from this everything is going to be done to ensure, even with a heavy increase in the container traffic, rapid dispatch of the containers away from the Bremen container-port. The Federal Railways are to invest more than DM 100 millions in expanding the container network on rail.

This will encompass the construction of about 10 major container centres, so-called "Terminals." DM 20 millions will be required to this end. Efforts are to be made to produce as quickly as possible a 100% 'house-to-house' container service, not only in respect of the overseas trade, but also as regards the European frontier and inland-area spheres.

Maritime cargo handling is facilitated considerably by the container. Whilst the discharge of 2,200 tons of general cargo from conventional freighters required some 60 to 70 hours, the same quantity of cargo can be discharged in containers between only 6 to 8 hours. That is why Bremen will continue to do everything possible to encourage the container..

Further advantages are: the goods only have to be manhandled once at the beginning and once at the end of the transportation chain; the lessening of the danger of breakage, theft and water-damage; but also the possible saving in packaging material. Negotiations are in progress, for the purpose of simplifying container clearance at the frontiers, by producing international container documents. A Bremen convention showed that at present Bremen/Bremerhaven are the furthest advanced in the building up of the container service on the European continent. Meantime a monthly handling figure has already been reached of 3,500 to 4,000 van containers of the 20 and 40-foot variety. (Bremen Air Mail)

Hanse-pallet

Hamburg: — The Hanse-pallet, the new standard pallet used in the Port of Hamburg, has met with general approval by the port industry. This pallet was developed last year by the Rationalization and Coordination Committee of the "Arbeitsgemeinschaft Hamburger Hafen-Fachvereine e. V." It is made of beechwood, measures 1,150 by 1,800 millimetres and carries 2 tons. Within a few months, port operators had acquired nearly 15,000 Hanse-pallets. It is now possible to interchange and also to lease these pallets within a Pool System.

The pool agreement has been couched in terms as loose and administratively as simple as possible, so that the main object of introducing the Hanse-pallet, i.e. to promote rationalized transport with unit loads moving in an uninterrupted chain of transport, should not be impaired by a cumbersome and costly administrative apparatus.

If a firm wishes to join the pool, this is done by declaring to the "Arbeitsgemeinschaft Hamburger Hafen-Fachvereine" that the exchange of Hanse-pallets will be agreed on exclusively in accordance with the "General Conditions," issued by the association.

It is desirable that all enterprises interested in a continuous transfer of standardized unit loads should, if possible, join the Hamburg Pallet Pool. In the opinion of the association, it is only a matter of time before the substantial economic advantages brought about by the interchange of pallets, will be realized by all operators concerned.

The particular advantages of the pallet pool are:

- repeated reloading of cargo from one pallet to another is abolished;
- return of empty pallets is to a large extent avoided;
- pool-partners need only stock so many pallets as are necessary for an uninterrupted interchange.

Joining the pool is simplified in so far, as interested companies are not expressly required to stock a certain minimum number of Hanse-

pallets. Of course each partner should have enough pallets to ensure a smooth interchange under normal conditions. But even if a pool-partner is not in a position to dispose of enough Hanse-pallets at a given moment, it is possible to obtain the extra number required on loan, provided, of course, the other partner agrees.

The formation of the Hanse-Pallet Pool is of special importance to the Hamburg port industry, as the majority of the enterprises are of medium size. By joining the pool they are able to avail themselves of the advantages of a continuous transfer of standard unit loads, without being compelled to invest considerable sums of money into a great number of self-owned pallets.

In the manufacture of the Hanse-pallet, certain quality and technical specifications, developed and issued by the Arbeitsgemeinschaft Hamburger Hafen-Fachvereine, must be adhered to, as otherwise the pallets will not pass the prescribed examination by specially appointed acceptance centres, and consequently will not be provided with the quality stamp. Unstamped pallets, moreover, are not admitted into the pool. Thus, the pallets are of standard quality, and none of the pool partners is prejudiced in the course of interchange. In addition to the introduction of the Hanse-pallet, the association also recommends its members to make use of standardized straps and rope-strops. The straps, made of metal wire, are designed for loads of 1 or 1.5 tons respectively, whereas for the strops a standard type, made of 24-millimetre (3" circ.) manila rope, for a load of 1.15 tons is recommended.

Standardized straps and rope strops have the following advantages:

Dock workers know exactly the handling gear they are using.

Mistakes, e.g. using gear not strong enough for the particular job—with possible tragic consequences—can be avoided.

The strop manufacturers can now make standardized gear in series production at a considerably lower price.

After agreeing on suitable terms for interchange, port operators

will be able to exchange rope strops etc., either count for count or on loan. This means that

goods can be transferred or transported ready slung in their strops, without repacking;

strops etc. do not have to be returned to their owner after use;

each owner will not have to stock more straps and rope strops etc. than are necessary for the smooth interchange of gear. (Ship Via Hamburg, November)

Harbour Dues Upheld

Barcelona:—The Cabinet has turned down an appeal made by the President of the National Syndicate of the Merchant Marine against the orders on the application of the new rates for specific services and for general services in the ports, according to a resolution of the Subsecretariat of Public Works published in the Official State Gazette.

The Cabinet agreed to reject the appeal raised by Mr. Jose Luis de Azcarraga y Bustamante, President of the National Syndicate of the Merchant Marine and loading and unloading firms. The following additional resolutions were passed among others:

"If the gross national income obtained in 1967 is more than 20% above the 1966 figure, provided the traffic is constant, the excess will be compensated by reducing the third scale of the increase of rates by the corresponding percentage. If the gross income is less, the scale will be increased by the relative percentage.

The third scale will come into force on the 15th February, 1968 instead of on the 1st January.

Rate G-1: The rate for vessels which put into port in distress will be half the rate established for the general case; for stays of less than one month of inactive vessels, the rate applicable daily shall be one half the daily sum which would correspond through application of the general coastal sailing rate.

Rate G-3: In the case of lots of goods with a total weight under one ton, the rate shall be for each 200 kgs or fraction in excess the fifth

part of what would be paid for ton. With the Canary and Balearic Island Archipelagos, interisland traffic will pay only the unloading charges in the first port where transshipment takes place.

Special rate: Sports vessels and pleasure yachts at permanent anchorage will pay a rate equal to 30% of the relative general rate.

The resolution comes to a close expressing certain peculiarities which refer to the ports of Seville, Santa Cruz de Tenerife and Las Palmas." (Puerto De Barcelona, Boletín Informativo, September)

Malta Harbor

Valetta, Malta:—The Maltese Government has decided to give most of Marsamxett Harbor, once the base of the British Navy's smaller ships, to the island's yachting community at a cost of £250,000.

Already in the harbor's Lazzaretto Creek where 24 years ago blunt-nosed landing craft prepared for the wartime invasion of Sicily, gleaming white yachts are resting for the winter before their owners take them cruising in the Mediterranean.

Maltese Prime Minister, George Borg Olivier opened this year's National Boat Show in London.

The theme of the show is yachting in Malta.

Yachtsmen, who would like to spend the summer cruising in the Greek islands but cannot afford Monte Carlo, have found Malta an ideal place for wintering.

Lazzaretto Creek proved inadequate and yachts encroached into nearby Msida Creek and took over a former naval torpedo depot.

Plans are envisaged for building a breakwater which will make the Msida Marina one of the safest in the Mediterranean.

Another important facility for yachtsmen is a well-equipped and busy slipway in nearby Sliema Creek, which also owes its origin to the Sicily landings in 1943.

Malta's position in the middle of the Mediterranean, makes it a convenient starting point for yachtsmen visiting Greece, Crete and the Greek islands, Sicily and Italy and the North African coast which is becoming more and more popular. (Shipping and Trade News)

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