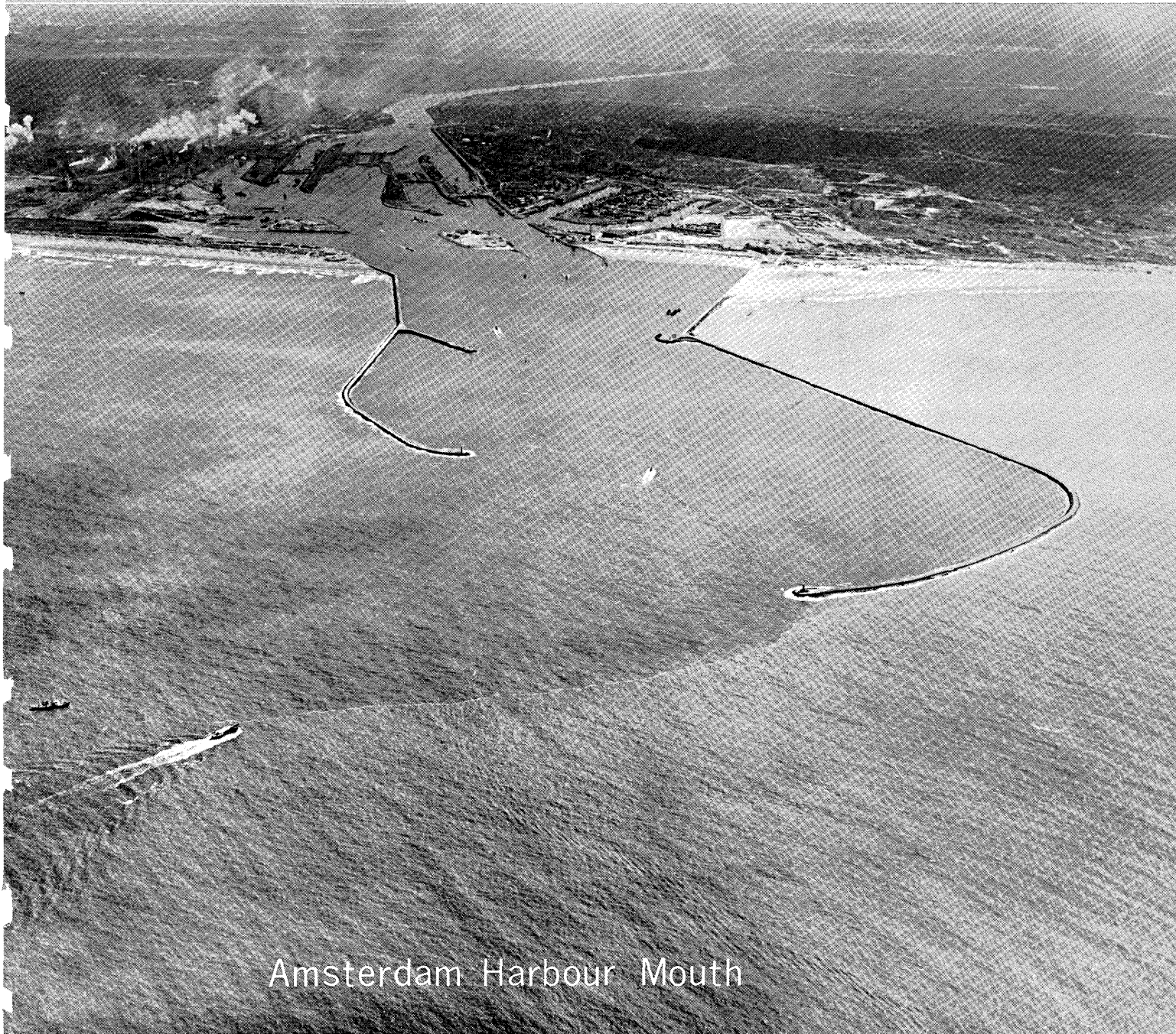


# **PORTS** *and* **HARBORS**

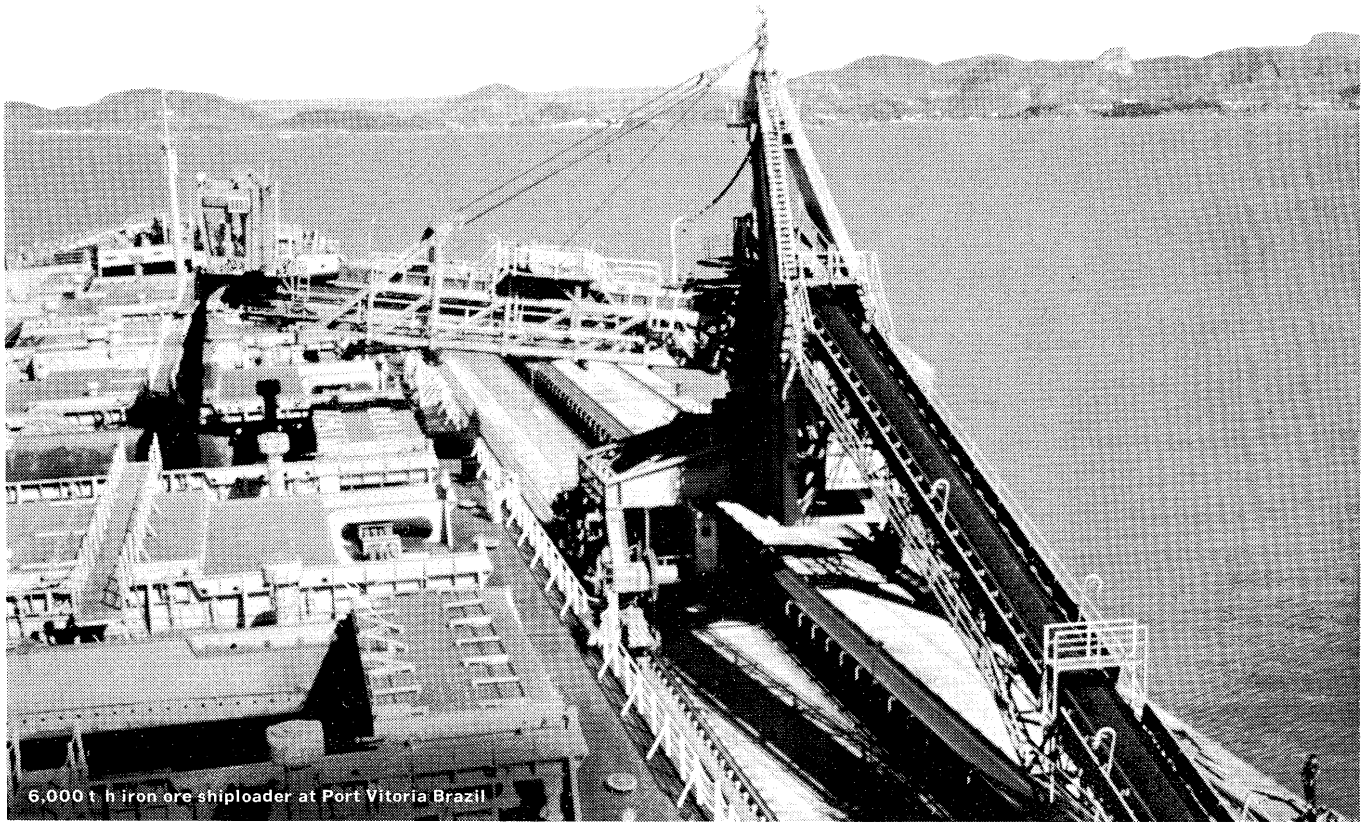
June, 1968 Vol. 13, No. 6



Amsterdam Harbour Mouth

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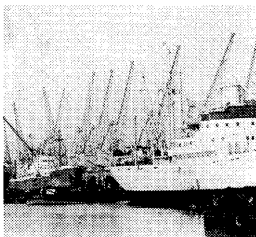


6,000 t/h iron ore shiploader at Port Vitoria Brazil

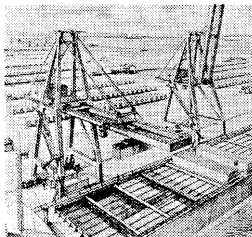
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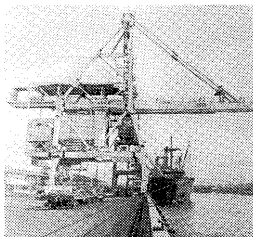
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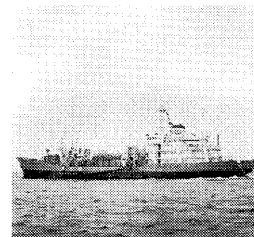
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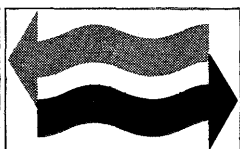
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**June, 1968 Vol. 13, No. 6**

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# PORTS *and* HARBORS

## **Forum on Port Problems :**



**Mr. Austin J. Tobin**

(Letter dated March 29 to Governor Richard J. Hughes of New Jersey from Austin J. Tobin, Executive Director of The Port of New York Authority, in response to the Governor's request for comments on the agreement announced by the International Longshoremen's Association and the New York Shipping Association ending the ILA's illegal work stoppage.)

Dear Governor:

You have asked for our comments on the agreement announced by the International Longshoremen's Association and the New York Shipping Association purporting to provide needed longshore labor at Port Newark and Elizabeth.

At the outset, I am sure you will share our relief that the ILA has terminated its illegal work stoppage and that as of 1 P.M. today, ships were being worked at New York, and as of 7 P.M. men were returning to work at Port Newark and Elizabeth.

As you know, the Union's work stoppage was not a labor dispute. It was a strike against the Waterfront Commission's action in opening the Register of longshoremen to make 600 additional men eligible

to meet the work requirements at Port Newark and Elizabeth. The Union's action, therefore, was a strike against our government and against law and order on the waterfront. It was a severe setback in the continuing struggle to achieve a stable labor force in the Port.

Unfortunately, the termination of the work stoppage as a result of the agreement reached by the ILA and the Shipping Association is the only benefit for the Port that the agreement can possibly produce. It is unquestionably no substitute for the statutory action of the Waterfront Commission in opening the Register to meet the longshore requirements at Port Newark and Elizabeth. The agreement substantiates rather than rebuts the facts and findings on which the Waterfront Commission concluded that adding 600 men to the Register is the only way of ensuring the availability of sufficient manpower.

The agreement bows to the ILA restrictions which caused only an average of 90 New York longshoremen to travel to work daily at Port Newark and Elizabeth, although there are many hundreds of job opportunities available there. What is worse, the agreement formalizes and extends practices which have punitive and discriminatory affects on steamship and stevedore company tenants at Port Newark and Elizabeth.

We are certain that after the shipping and stevedoring companies there have had an opportunity to

review the agreement in detail, they will acknowledge that they have been penalized further by it.

The agreement fails to provide for port-wide mobility, it preserves local seniority and it permits the ILA to block the formation of additional longshore gangs, notwithstanding that on a peak day, up to 40 gangs (or 720 men) are needed at Port Newark and Elizabeth in addition to the present 48 gangs. In a complete reversal of present practices, any New York men who might wish to report directly to the Newark hiring center would, under this agreement, forfeit credit toward the guaranteed annual income provision if he is unable to obtain work, although that would not happen if he reported to his hiring center in Manhattan.

By this agreement also, the Shipping Association enables the ILA on the local level to determine how many men an employer may add to its list of regular terminal labor, a category where there is an especially severe shortage at Newark and Elizabeth. It even permits the reduction of the existing work force by jeopardizing the status of men added to the Register in 1966. Many of these men work at Newark-Elizabeth, and under this agreement if they have moved up out of the least desirable jobs to which they had been relegated, they are subject to total loss of seniority, and would be ineligible for further employment.

There is also, under this agree-

**(Continued on Next Page Bottom)**

## *Where We Stand*

**By Austin J. Tobin**

**Executive Director, The Port of New York Authority**

*Letter to Governor of New Jersey*

# *The Ports of Queensland*

## *Australia*

### **Department of Harbours & Marine Brisbane, Queensland Australia**

The ports of Queensland play a decisive role in Australia's national economy.

Their key function is reflected in the balance of trade figures for 1966/67. These show that for Au-

stralia as a whole, imports exceeded exports by \$21.4 million, whereas for the same period Queensland had a favourable overseas trade balance of exports over imports of \$306.3 million.

Queensland's geographical position endows it with a natural advantage over other parts of Australia for trading with Far East and South East Asian countries where future markets lie.

On voyages to the ports of these northern countries there is an advantage of 5 days sailing time in a Townsville departure as against departure from, say, Melbourne, or 10 days on a round trip. A round trip with Brisbane as a terminal would save 6 days. The shorter trip means a reduced period of cash investment in goods in the pipe line, apart from the obvious saving in shipping cost.

This proximity of Queensland to Asian markets is one of the advantages of using this State as a base

ment, scope for action by the ILA and the Shipping Association to entirely block the 600 men to be added to the Register from ever obtaining employment. We have reason to believe that this is the deliberate intendment of the ILA leaders. In other words, should the court attack on the order opening the Register fail, as we assume it will, the ILA and the Shipping Association would point to this agreement to justify refusing to grant these 600 men any status under the contract. Without status, of course, the claim would be that these men are ineligible for employment.

In addition, the Newark and Elizabeth employers must henceforth invariably pay travel time premiums to persons coming from other areas of New Jersey to work at Newark and Elizabeth and the travel time premiums are extended to individuals as well as gangs ordered out of New York. As a result some New Jersey residents working at Port Newark will be earning \$4.00 a day less than other New Jersey residents working alongside them, and \$8.25 a day less than the so-called New York men, many of whom are New Jersey residents attached to New York locals. It seems elementary that even if large numbers of men were to travel to work at Newark and Elizabeth, this discriminatory and arbitrary pay differential would work against achieving a stable and healthy labor

situation there.

In light of the foregoing, there is no choice for the Waterfront Commission but to carry out its order to add additional men to the labor force subject, of course, to the courts' review powers. So also the Waterfront Commission should take every appropriate action to ensure the utilization of these additional men by the industry as soon as they are eligible.

In effect then this contrived agreement is simply another effort to supersede or to subvert the statutes, the courts and the legal responsibilities of the Waterfront Commission. What is more serious, it dovetails with continuing efforts over the years to paralyze or to destroy the Waterfront Commission.

Any doubt with respect to the attitudes of the parties to this agreement with respect to the Waterfront Commission is eliminated by the partisan, slanted and intemperate statement of the "Mediator" retained by the ILA and the Shipping Association under their agreement which states that:

"No other port in the entire nation save the Port of New York, has a comparable governmental agency imposed upon it and which may seek to invade, impinge upon or conceivably frustrate the sole and exclusive contractual right of the ILA and the employer members of the NYSA to agree upon the seniority rights of the con-

tractually covered employees and the method of determining hiring preference."

The parties to the agreement thereby have revealed their total dissatisfaction with the action of the two States in empowering the Commission to ensure the availability of an adequate labor supply and the elimination of the evil and oppressive practices which are bound to result if severe shortages of labor continue in any section of the waterfront. I would not be surprised if this agreement were but the first step in a more generalized attack on the Waterfront Commission designed to cripple or to destroy it.

In my judgment, this Port could not for long preserve its economic health from the eroding influences of abusive, corruptive and criminal practices on the waterfront without an effective, vigilant Waterfront Commission.

The need for a vigorous Waterfront Commission, armed with adequate powers was never better demonstrated than over the past few months when the Waterfront Commission courageously implemented its powers to meet Port manpower shortages, in the teeth of stiff and irresponsible opposition by the ILA, aided by the regrettable support of the Shipping Association.

Sincerely,  
Austin J. Tobin  
Executive Director





1. The M. V. Siglim of 65,000 dead-weight tons, berthing at the new Lorim Point Wharf at Weipa to load bauxite from stockpile. The bauxite is mined in the area in the background.

for Australian industrial activities. The available markets to the north are of enormous size and potential. Japan, Hong Kong, Thailand, Malaysia and the Philippines have a combined population of over 150 million people. Each is serviced by an Australian Trade Commissioner. The standards of living of these countries offer expanding markets for sophisticated western products of the type produced in Australia.

The development revolution taking place in Queensland today is reflected in the recent growth of trade handled at our ports. These ports have expanded rapidly in order to keep abreast of the increasing demands made upon them by the State's economy.

In 1962/63, the total tonnage loaded across Queensland wharves was 5,882,783. In 1966/67, this figure was more than doubled to 13,230,797.

A breakdown of tonnages shows these figures for the individual ports. Maryborough/Urangan (52,422), Bundaberg (434,873), Gladstone (2,543,805), Rockhampton (98,524), Mackay (793,523), Bowen

(21,969), Townsville (1,052,995) Lucinda (292,762), Mourilyan (315,847), Cairns (583,147), Weipa (1,878,341) Brisbane (5,162,589).

These deepwater ports, ten of which are capable of accommodating overseas vessels are strategically located along the State's 2,250 mile coastline and service a hinterland of 667,000 square miles.

For the most part, the ports are protected by the 1,460 mile long natural barrier of The Great Barrier Reef. Several deep passages in the Reef allow access from the shipping routes of the open sea.

Queensland's famous Tropical/Sub-Tropical climate provides much milder weather in the Coral Sea than will be found by shipping in the southern waters of our continent, and these advantages combine with those of the Barrier Reef to provide excellent year round shipping conditions.

For the year 1966/67, the gross value of recorded production of Queensland's agricultural, pastoral, dairying, mining and manufacturing industries was \$1,399,985,000. Manufacturing industries are expanding rapidly and accounted for almost

half of that total production. All these activities depend heavily on the ports for access to markets or for supplies of materials and goods.

In order to meet the requirements of the State's expanding economy, to improve turnaround of shipping and to accommodate the larger overseas vessels operating in world trade today, \$76,000,000 has been provided for port extension programmes in the last decade, from State sources. Some of the major achievements being—

In Brisbane, channels to the port were dredged 1,000' wide to 41' 6" and 40' L.W.S.T. respectively and near the river mouth a swinging basin was dredged 1,800' wide to 40' L.W.S.T. These projects cost \$3.4 million and were required with the introduction of 55,000 tons bulk tankers servicing the oil refineries of Ampol and Amoco, established at the river mouth at a combined cost of \$64 million.

At Bundaberg \$4.4 million has been spent on development of the lower reaches and construction of the new port.

Rockhampton's increased trade and the need to accommodate ves-



2. A view of the Hamilton Reach of the Brisbane River showing shipping at the main general cargo wharves, Port of Brisbane.

sels of larger size, necessitated the establishment of a new port at Port Alma. A new concrete breast wharf for the meat trade was constructed at a cost of \$1.4 million. Two substantial freezer stores have been built at the Wharf and further wharves to handle salt in bulk and unitised general cargo are under construction at an estimated cost of \$2.4 million.

In Townsville, improvements have been a new concrete pier for sugar (\$2.6 million), developmental dredging (\$1.4 million), an oil tanker berth (\$630,000), and extension and widening of No. 1 Pier for minerals (\$570,000).

In Gladstone, a 4,600' causeway and bridge was constructed connecting Queensland Alumina's establishment on Parson's Point to South Trees Island. Its cost was \$1.6 million and it provides access to the 1,500 feet bauxite import and alumina export berths on the island. Thiess, Peabody, Mitsui have constructed their own coal terminal in the port capable of loading at 2,000 tons an hour. The Auckland Point Wharf has been extended 306' at

a cost of \$450,000. \$700,000 has been spent on developmental dredging and a further \$900,000 on dredging of the access channel to a depth of 34' L.W.S.T. This latter work allows the port to handle ships of up to 60,000 tons on any day of the year.

Weipa port has been constructed and improved for the export of bauxite. The Government has spent \$5.4 million on dredging and navigation facilities and \$2.08 million on the Lorim Point export and Evans Landing import wharves.

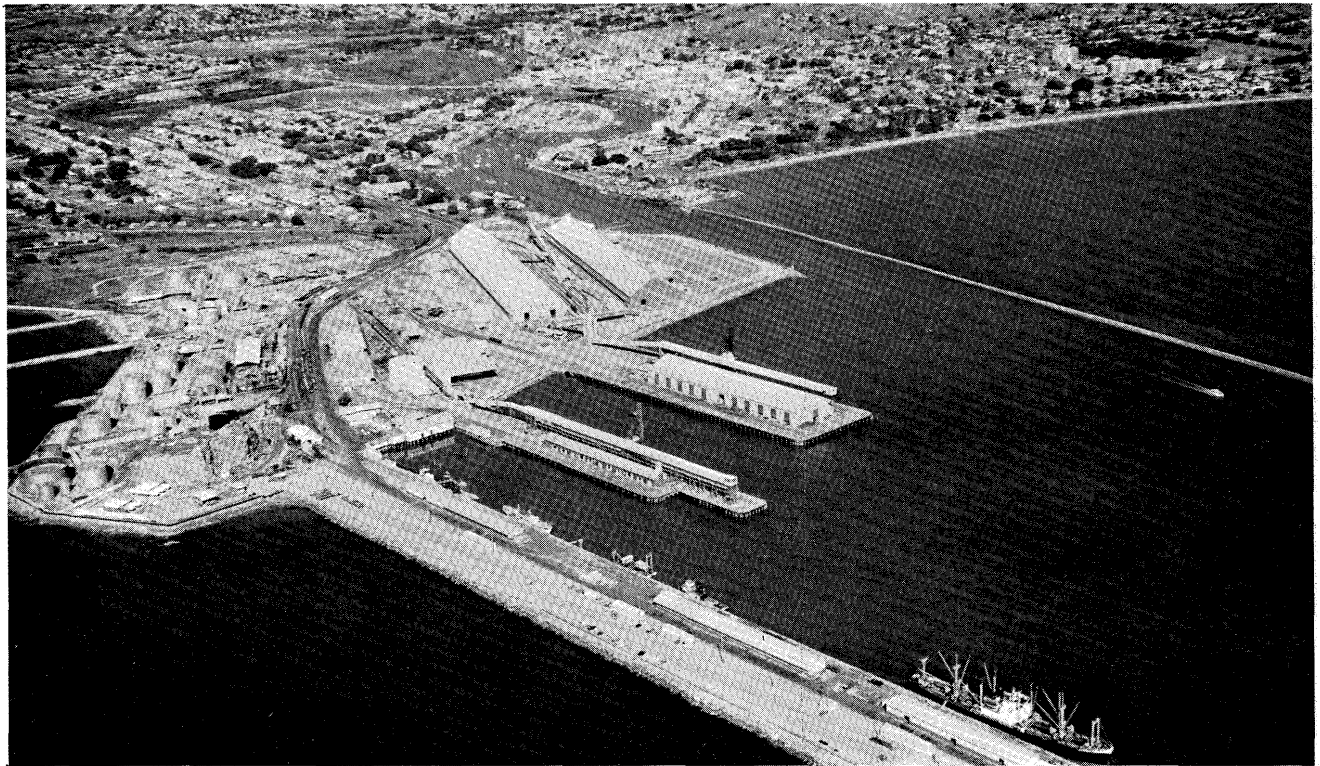
An outstanding development has been the provision of bulk handling facilities for sugar. Terminals for sugar at Bundaberg, Mackay, Townsville, Lucinda, Mourilyan and Cairns have been constructed at a total cost of \$36.8 million.

The installation of these sophisticated bulk handling facilities has increased the turnaround of shipping immensely. It was not long ago that sugar ships spent 2 to 3 weeks to load a cargo they now take on in 24 hours.

Bulk handling is not confined to sugar. Wheat, coal, bauxite, min-

erals, metal ores and mineral sands are all handled in bulk. The loading rates per hour are — bauxite 3,000 tons, coal 2,000 tons, sugar 800 tons and grain 800 tons. The total cargo handled across Queensland wharves by bulk methods in 1966/67 was approximately 8.5 million tons, representing 65% of all trade.

Port channels are regularly maintained by a total of eight dredges, three of which are operated by the Harbour Boards at Northern Ports. The total quantity of material dredged annually is around 3 million barge yards and, as far as the port of Brisbane is concerned, some 80% of the spoil is pumped ashore for use in the reclamation of industrial sites. To effect economies in dredging, a large sea-going side trailer dredge is being constructed at a cost to the Brisbane Port Authority of \$4.5 million. This dredge, which is scheduled for commissioning in 1971, will be capable of dredging in 65' of water in a six feet swell. The intention is to operate the dredge seven days a week around the clock in ports from



3. Port of Townsville showing the Eastern Breakwater with general cargo berths 1-6, the No. 1 Concrete Pier from which zinc concentrates are loaded and the Southern Pier with the Bulk Sugar Terminal at the rear.

Brisbane to Weipa.

The Department of Harbours and Marine operates the Cairncross Dry Dock in Brisbane. With its 880' length and entrance width of 110', it is the only commercial dry dock in Australia capable of handling 50,000 ton bulk carriers now becoming common place on the Australian coast. \$3.4 million is presently being spent at Cairncross on a modernisation programme. The work being carried out includes the provision of additional heavy lift cranes as well as the construction of a fully equipped fitting out berth. Investigations are also proceeding with a view to eventually providing accommodation for 100,000 ton vessels.

History has shown that with port development comes increases in trade and population. These generate a secondary effect, that of industrial development which very often, in time, becomes the major role of the area. Industry forms its own complex around the harbour area. It is attracted by the availability of major port handling facilities and land near to wharves or wharf sites. The larger industries are a source of attraction for asso-

ciated and service industries and further industrial expansion is promoted.

These industrial developments are taking place in Queensland today and there is almost unlimited potential for still further industrialisation. Apart from harbour facilities, the Government has accepted responsibility in principle to provide the necessary wharf and harbour industrial land for development. In almost every Harbour in Queensland, the Port Authority has prepared some plan to act as a guide to future development. Land is available for leasing or is being reclaimed from the low lying foreshore areas. 70 acres have already been reclaimed at Mackay under the Harbour Board's programme and development is continuing. In Cairns, more than 250 acres have been reclaimed at Smith Creek and Alligator Creek.

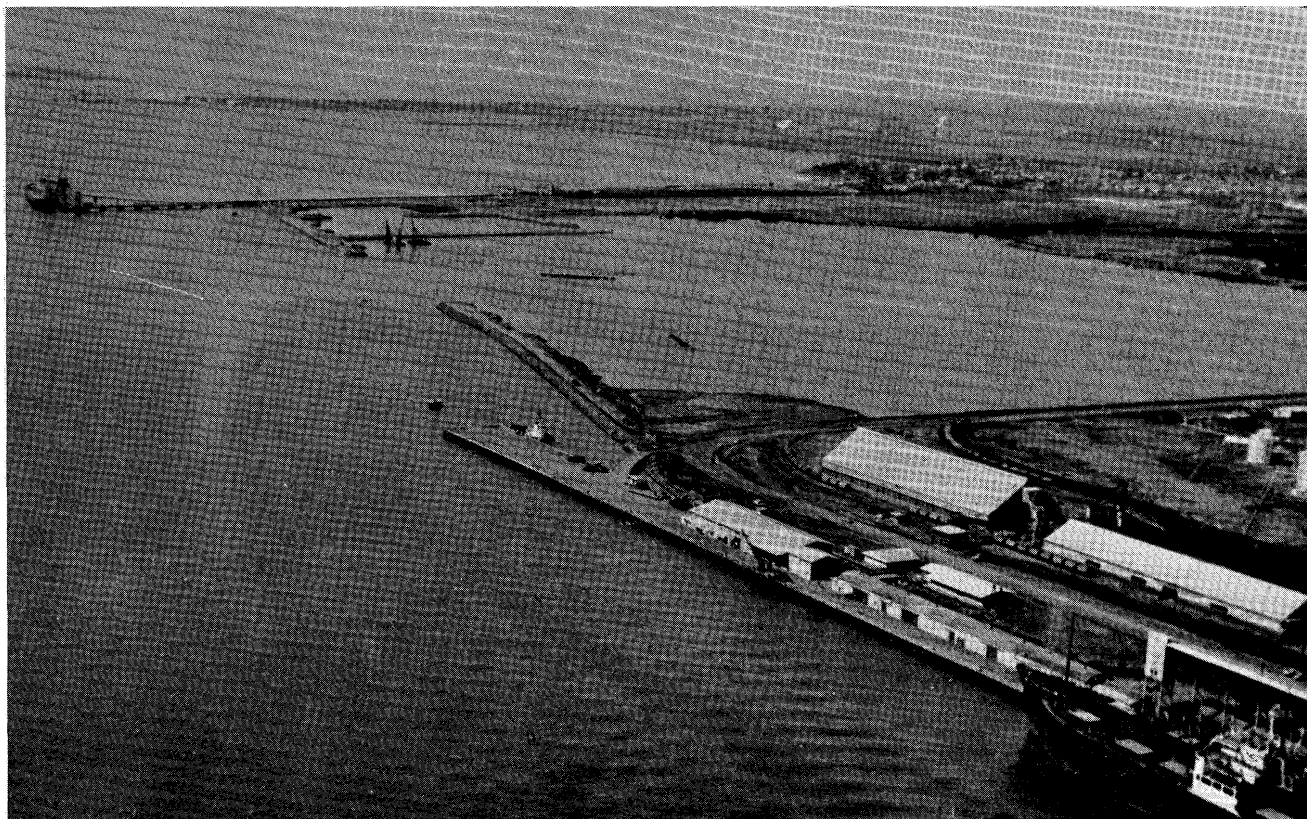
In all, some 2,530 acres of land adjacent to the Port of Brisbane have been reclaimed and this, together with further proposals in the planning of the port, would mean a total area of approximately 11,875 acres being set aside for Harbour Industrial development.

Gladstone's reclamation programme on the western side of Barney Point is in progress and when completed will yield an area of 300 acres.

Reclamation work being carried out at the Ross River mouth at Townsville will produce 160 acres of industrial land adjacent to the port. This project is scheduled for completion by early 1970 and already some 60 acres have been reclaimed. Arrangements have been made for the leasing of portions of this land and it is anticipated that industries will be established even before the reclamation work is completed. The demand for industrial land in Townsville is such that plans are being made for the reclamation of a further 177 acres in close proximity to the port.

This availability of industrial lands in close proximity to port facilities is reaping economic benefits for the State. This is evidenced by the establishment of the \$115 million alumina plant at Gladstone by Queensland Alumina Limited and the \$40 million fertilizer complex now under construction at Gibson Island, at the mouth of the Brisbane River by Austral-Pacific Fertilizers Ltd. This latter develop-





4. View of Gladstone Harbour showing Auckland Point in the foreground, Barney Point in the middle and South Trees Wharf in the background.

ment will draw natural gas from the field at Roma at a rate of up to 13 million cubic feet per day when production of ammonium fertilizers commences early in 1969.

Port works associated with the fertilizer plant are already being carried out by the Company. The approach channel and swing basin are being dredged to a depth of 30 L.W.S.T. and the 700' berth to a depth 35' L.W.S.T. These channel works will later provide for the use of the 500' wharf, scheduled for completion in October by 50,000 ton bulk carriers.

The population concentration in the port areas is a basic factor attractive to industry. 66% of the State's population of 1,710,000 is centred within a radius of 40 miles of the ports. Of the State's annual retail sales bill, now in excess of \$1,300 million, 80% is spent in a strip along the eastern seaboard approximately 130 miles wide.

The ports, as centres of population, provide local markets, work forces and established sources of power and water. They are serviced by a vast State-wide road, rail and air transport complex. The east

coast ports north of Brisbane have between 6 and 25 coastal air passenger services to and from them during a working week. Jet aircraft operate to Cairns and Townsville daily. Full facilities are available for the training of industrial personnel. There are University establishments at Townsville and Brisbane, Institutes of Technology at Brisbane and Rockhampton and Technical Colleges in seven ports.

With the decision of overseas shippers to introduce container ships in the Australian trade, plans are now well in hand in Queensland for the provision of complementary facilities. The Government in conjunction with the Australian National Line is establishing a roll on roll off container and unitised load terminal at Townsville and container terminals at Cairns, Mackay and Port Alma. These facilities will act as a feeder service to the main Southern Terminals and have a total estimated cost of \$3.1 million. The Australian National Line is also constructing a container terminal in Brisbane at a cost of \$1.5 million. This, together with depots to be

established by Seatainer Terminals Pty. Ltd., Trans-Ocean Containers Pty. Ltd. and depots and loading facilities planned by the Brisbane Wharves and Wool Dumping Company will form a complex effectively servicing the main overseas terminals in the South and ready for use as a base terminal complex to serve the Far Eastern trade.

Sudden upsurge in trade, extensive port improvements, dynamic Harbour administration, are all part of the development revolution unfolding in Queensland ports today. Adjacent northern markets, availability of abundant raw materials, and a favourable industrial climate, render them a worthy target for capital investment planners. The Government has a real appreciation of their potential and will continue on the path it has trodden towards bigger and better development. The destiny of the ports of Queensland lies in their function as the focal joint of our great primary and secondary wealth and they will play a vital role in the task of making Queensland the strongest commercial centre of Australia.

# *American Ports vs. East-West Trade*

**By Kim J. Loro**

## **The Port of New York Authority**

*(Speech delivered at the American Association of Port  
Authorities East-West Trade Panel, Vancouver,  
B. C., Canada, September 19, 1967)*

(The Howard S. Cullman Service Fellowship "to develop the promise of unique qualifications and talent" among employees of The Port of New York Authority was awarded by the Commissioners of the bi-state agency to Kim J. Loro of 104-60 Queens Boulevard, Forest Hills, Long Island. Mr. Loro, Senior Transportation Planner in the Planning and Development Department, is the fourth recipient of the fellowship established in 1962.)

Many people are beginning to view socialism, or communism if you like, as the longest and the hardest road from capitalism to capitalism. This belief (apart from showing that Eastern Europe has not lost its wry sense of humor) represents nothing more than wishful thinking. It does, however, help bring into focus probably the most important transitional process of our day. Political changes usually come in sudden spurts; in the area of economics, changes can never be spectacular because they are time-consuming and it is often difficult to determine when experimentation has ceased and full-scale adoption began. I believe that the new economic directions in Eastern Europe, which have been interpreted and misinterpreted at no end, represent the most potent force in that part of the world and may finally, as in Yugoslavia, lead to a divorce between politics and economics. In Yugoslavia, the Communist Party is no longer the sole and final arbiter in matters of production, distribution, consumption, and foreign trade. The consequences, ramifications . . . well, I will let your imagination play with that.

Ladies and Gentlemen, as a grateful recipient of The Port of New York Authority's Cullman Fellowship I had the wonderful and exciting opportunity to spend almost a year traveling throughout Eastern Europe. I visited Yugoslavia, Poland, Czechoslovakia, Rumania, Soviet Union, Hungary, and Bulgaria. Conflicting schedules did not allow me to accept an invitation from the East Germans; I did manage a short visit to East Berlin and Leipzig during the Fair. I would like to take this opportunity to acknowledge extensive help, guidance, as well as encouragement from many people and organizations in Canada, the United States, and Western Europe to whom East-West Trade means many different things. I set my sights high, namely, to come into contact with every function that enters foreign trade in the economy of a socialist state; strong similarities in the basic economic structure allowed me to be so ambitious. The host in almost every case turned out to be the Chamber of Commerce and, with one exception, I found their services as an intermediary most satisfactory. My work was confined to a series of interviews, meetings, and conferences at the Ministries, Foreign Trade Organizations, various Institutes, discussion and inspection of ports, shipyards, inland transportation terminals, and ancillary services as well as occasional visits to factories and producing centers and several East European Trade Fairs.

The reception was uneven and there were difficulties, but I found none insurmountable. I am pleased to report that with some minor re-

servations, I accomplished what I set out to do. I do not believe it has ever been done before for so long and to such an extent without a governmental umbrella. I was accepted as a private citizen, an employee of a public agency (operating in the world's largest and richest single consumer market) out to share his impressions with the business community on this side of the Atlantic. You must remember that it is somewhat difficult for a nation, the Soviet Union in particular, which has no private or public agency sector, to recognize the role of a private citizen from such an organization. I do speak Polish and Russian fluently and this may have helped. By the way, German continues to be the main foreign language in Eastern Europe, but English is coming up fast having displaced French from second place. Soviet Union is the exception; there you do not communicate (you may think you do) unless you speak Russian. But let me get back to the subject at hand.

Now that I have, so to speak, established my qualifications, I hope that you agree that I have earned the right to put forth some of my ideas on East-West Trade. It would be only fair to insert at this stage that my views are not necessarily the same as those of my employer, The Port of New York Authority. I sincerely hope that you, as well as my new friends in Eastern Europe will find my impressions objective and my criticisms constructive. To satisfy both sides is not always easy. What I am giving you today is only a summary, the very highlights that I consider most significant. I am in the midst of preparing a complete report on my year's activity in Eastern Europe for The Port of New York Authority; I understand that a public release will be considered. I hope our gracious hosts and the delegates from Latin America will forgive me for addressing myself primarily to United States ports and business community. We have problems—you don't!

The area of East-West Trade—a misnomer if I ever heard one—is to me like the science of economics. At every turn one is obliged to hedge . . . every supposition needs the stereotype phrase—"other things



being equal or remaining constant"—. What I am really trying to say is that the question is complex, the problems numerous, and the views divergent. If I had to provide a headline to my year's work, I would choose "EASTERN EUROPE WILL BE BOOMING IN THE YEARS," but I would have to add, for obvious reasons, other things remaining the same. Incidentally, whenever I made that statement, Western European businessmen I came across in Eastern Europe would violently disagree with me: they give it no more than five years.

The deterrents to trade between East and West are not confined to one side. Let us examine those which we attribute to the Communist Bloc. There is no doubt that they were valid at one time or another, but I contend that they are out-of-date in the same way as most of our own restrictions are.

**First.** The often-stated objective of the communist nations is to achieve self-sufficiency in economic assistance. Since 1958, Eastern Europe, without the Soviet Union and Yugoslavia, has doubled its trade with the West raising it to \$6 billion. No one questions in Eastern Europe the fact that it is better to buy technology, know-how, and processes than to develop them on their own. On the other hand, the support of industries with comparative disadvantages is being questioned very strongly. The COMECON's (Eastern Europe's Common Market) major goal was to establish specialization and channel trade so that the Eastern bloc could become economically self-sufficient. Rumania's refusal to be dictated to, as we all know, left these plans on paper; there were at least two or three countries in that Bloc which were quietly grateful to the Rumanians for their stand.

**Second.** Foreign trade between East and West relies on bi-lateral agreements which specify the goods, method of payment, and other conditions. My investigations lead me to believe that the emphasis on bi-lateral trading has been forced on Eastern Europe by the West Europeans. When this trade began to grow, West Europe's only weapon against the possible flood of cheap

East European goods was to set up quotas (they have no licensing system) which led to similar counter-measures and finally to bi-lateral agreements. They claim to be as multi-laterally minded as we are, and proponents of trade with United States in the Soviet Union are appalled by the seeming desire of the United States to join the others in bi-lateral trading. As a matter of fact, several multi-lateral trade agreements have been signed by East European countries (e.g. Hungary v. Benelux).

**Third.** Economic self-sufficiency does not favor or need convertible currency. If we accept the former to be no longer true, we must at least accept the existence of a desire to have and operate with convertible currency. I saw ample evidence, that just like Yugoslavia which aims to make her Dinar convertible in a year or two, the others also look forward to the day when their money will become "hard." The pressure for convertibility is on.

**Fourth.** With the Soviet Union attaining rights to the International Convention for the Protection of Industrial Property (Patents and Trademarks) it is no longer politic to cast doubt on their desire to participate in commercial transactions on the basis of reciprocity.

**Fifth.** As a centrally-planned economy the East European countries conduct foreign trade through state trading agencies which do not permit actual contact with end buyer or seller. Under the new economic reforms, these foreign trade organizations (each specializing in a given range of commodities or service) are more and more taking on the role of a consultant or agent. While it is not advisable for businessmen to by-pass them, in most countries there is no difficulty in reaching the end buyer or seller.

**Sixth.** We often hear that the economies of these countries are straight-jacketed by rigid central planning that extends to all sectors. Under the new economic reforms, planning (the basis of a socialist economy) is to assume the role of short and long-term guidelines. Decentralization and flexibility are in.

**Seventh.** If we accept the fact that central planning is becoming less and less rigid and more and

more attention is being paid to what is called the "socialist market forces," then the decisions to export or import must show increasing relation to some kind of supply and demand and market-oriented prices. As a result, the level and composition of exports and imports will respond more to these forces rather than man-made economic plans.

**Eighth.** While it is true that a monopoly of foreign trade permits the Communist governments to manipulate commerce in response to non-economic as well as economic forces, their quest for retaining and extending goodwill and removing this very suspicion, diminishes the significance of this deterrent. We do not have a monopoly, yet the shoe fits as well! West European firms when faced with inquiries beyond their capacity, band together to form syndicates or consortiums. The group leader will come from the country that, at the time, happens to get the warmest handshakes in Eastern Europe, or in other words, the one politically most acceptable.

All of these deterrents have either lost or are losing their sting mainly as a result of economic reforms. The rising consumer pressure combined with what became known as the "economists' revolt" is slowly eliminating the Stalinist emphasis on quantity not quality and substituting imagination and initiative for planning and control. You may be wondering about the official attitude to all this. Let me tell you a story and I think you will have your answer. The leaders of United States, Soviet Union, and Yugoslavia are being driven in separate cars. There is a fork in the road; the road to the right is marked Capitalism, the one to the left Communism. President Johnson, of course, turns right while Mr. Brezhnev, who is right behind takes the left fork. After a while Marshal Tito's car reaches the same spot and the chauffeur asks Tito for directions. Tito, without hesitation, says, "Put your left blinker light on and go to the right!"

On our side the deterrents to trading with the East revolve around a number of specific legislative restraints. They are too well known for me to dwell on them. Suffice

it to say that each one of them was justly instituted in response to a need or an unfriendly action, but laws, like many things, go out of date. Many students of East-West Trade are apt to agree that our forms of denial have not retarded progress and industrialization in the Soviet Union and Eastern Europe; they may have even acted as a kind of stimulant. There is no doubt, that under the circumstances the efforts to cultivate socialist markets by United States exporters were impeded, while those of our friends in the Western Camp were greatly facilitated.

Historically the United States has never been a major supplier of Eastern European imports nor has it ever been a major market for the region's products. In the whole dialogue on East-West Trade there is no more worn out statement than that. It comes up every time! I say it is incompatible with today's new attitude toward world trade. Moreover, it ignores and discredits the spirit of adventure and initiative of the United States businessmen. I suspect this hackneyed statement is also responsible for growth estimates on East-West Trade being so conservative. I am convinced that unhampered trade would grow much faster than any expert would care to admit today. When the urban/country population ratio has been reversed—as it has in most Eastern European countries—and all of them have managed to build a good industrial base, it makes no sense to talk about historical ties and traditions.

Lack of foreign exchange reserves definitely represents the more fundamental economic limitation to trading. East-West Traders have learned to be flexible and willing to help the Eastern European Foreign Trade Organizations with their exports; this may take various forms, ranging from straight purchases to cooperation in third markets. Barter or forced counter-sales are less common than they used to be (Czechs are against it). The explanation is that they may harm the trade in the long run. Counter-sales, although still in vogue, are no longer put forward as an essential condition for completing a negotiation. Short and long-term credits figure

prominently, but I am inclined to discount the fear that we are going to have a credit race on our hands or over-extension. The East European realizes that credit must be repaid and in addition costs money.

License agreements, but above all, joint ventures represent the most intriguing way to overcome the economic barriers. Basically, such agreements, which may be of infinite variety, allow the Western firms to offer technology and know-how in exchange for plant capacity and labor (for the time being Eastern Europe does not mind seeing itself as a source of cheap labor). The East European firm receives long-term capital investment, valuable technical know-how, and sales outlets in Western markets. The Western firm makes higher selling profit, receives royalties if licenses are involved, access to Eastern technology, markets and a chance to build up goodwill and prestige. This kind of cooperation is not only a stimulant to further economic reforms, but in the long run may accomplish more than statutory reforms. Such agreements force the Eastern managers and labor to acquire more advanced techniques, and our management and production methods have a chance to prove their superiority.

It would seem that this approach, which can assure quality standards and delivery times and helps the other side to better understand business competition and risk, should be of great interest to North American businessmen. Two United States firms have already taken the plunge and seem to enjoy the experience. This may be the only way to make up for lost ground.

Trade does not develop overnight; it is a time-consuming process. As long as we all agree that East-West Trade released from restrictions will grow, is it not useless to continue to speculate how much it will grow? One thing is sure, it will not grow if it does not bring advantages to both sides. I believe that the joint venture or cooperation approach holds out unlimited possibilities. Can we afford to continue to ignore the people for whom prosperity is still a long way round the corner? I recall an American businessman looking around Moscow exclaiming —“Boy, when this country opens up

I want to be here!” My retort was “What are you waiting for? Everybody else is here!” It is easy to say let us free the United States businessman from all the restrictions and let him decide (with obvious exceptions) what to buy and sell in Eastern Europe. Freedom cannot be imposed from above; the business community must ask and work for it! Whatever the Government may say or do (and we must admit they are quite progressive in this respect) the future of East-West Trade is up to the business community.

I would very much like to see the President of the United States appoint a kind of permanent East/West Trade Advisory Council which would give the business community a vital role in the formulation and execution of new trade policies.

The American Association of Port Authorities for several years now has come out in support of normal trade with the East and considers it to be in our national interest. As an immediate task I would like to see the AAPA investigate the question of entry and clearance in the United States ports for East European vessels. This restriction appears to have no counterpart over there while their argument that it can be very costly and certainly out-of-date, sounded very convincing. The President, I understand, has come out with a proposal to eliminate the 50/50 Shipping Law as it applies to agricultural shipments to Eastern Europe. The American Association of Port Authorities might consider support. Trade development work as we know it, is, at least for the time being, not applicable in this area. I certainly do not want to see you setting up trade development offices all over Eastern Europe. However, I can see ports taking on a more sophisticated role. I think and would recommend strongly that they prepare to be ready to serve this trade and facilitate it in all its aspects. This means acquiring familiarity with the ins and outs of this trade. For a start I would suggest port-to-port contacts leading to personal visits, exchange of views and experience, and further mutual study of foreign trade organization and techniques. I found all the ports

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# *National Conference on Port and Harbour Management of India*

**By K. K. Mitter**  
**Organising Secretary**

*Conference Sponsored by the Institute of Port  
Management, Calcutta Port Commissioners*

The National Conference on Port and Harbour Management was held at Calcutta under the auspices of the Institute of Port Management from 24th to 27th February 1968, with Sri B. B. Ghosh, Chairman, CPC, as President. Nearly 300 delegates from Ports in India, Central and State Govts., Shipping and Trade interests, educational and Research Institutions and Trade

in Eastern Europe and Soviet Union eager to establish and cultivate such contacts. When I asked the Hamburg Port people how they managed to recapture so much of the Port's natural hinterland—lost to them after the last war—they told me they go to every East European Trade Fair, put on a Port of Hamburg Day and sell, sell, and sell! The Port of New York Authority has found this approach quite effective in Western Europe. I would like you to think about it.

Ports today are not only the focal points of a technological revolution of overseas transport. It is equally important that they seek new and more effective ways and methods in the promotion and servicing of world trade. We at the Port of New York Authority are making provisions within the World Trade Center for a comprehensive World Trade Center for a comprehensive World Trade Information Service which will offer up-to-date information to businessmen on world trade markets, regulations, and opportunities. I am sure the tremendous potential of East-West Trade will not be ignored. All of us can do it—it is only a matter of scale.

Thank you!

Unions, participated in the conference besides a few from overseas, including a representative of the United Nations Organisation.

The conference was inaugurated in the auditorium of Academy of Fine Arts on the 24th February 1968 by Prof. Satyen Bose. Prof. V.K.R.V. Rao, Union Minister for Transport and Shipping, could not inaugurate the conference owing to indisposition. His speech was read by Sri S. K. Ghosh, Dy. Chairman, CPC.

The Minister of Transport and Shipping in his speech stressed on the need of training in Modern Management in ports and commended the Port of Calcutta on the lead taken by them in the field, by setting up the Institute of Port Management. He emphasised on the need for a human approach to labour problems and desired that the conference should devote attention to this aspect. He expressed the hope that the conference would be a success and that the same would be followed by many more to be held at different major ports with participation of those interested in ports and shipping.

Sri B. B. Ghosh in his presidential address thanked Prof. Satyen Bose for his presence in the inaugural function. Explaining the aims of the conference, he said that running of ports had to be a continuous exercise in co-ordination among multifarious interests. He stressed on the need for further training of officers on recruitment into the various branches of the port, owing to the specialised nature of port activities. Referring to the dependence of Indian ports on foreign

equipment and expertise in planning and execution of development projects, he observed that it has been possible to reduce such dependence to some extent and with adequate training of officers, it would be possible to do so even further. He observed in conclusion that the conference will have served its main purpose if the deliberations could clarify doubts, remove misunderstandings and demonstrate the usefulness of exchange of views and co-operative efforts not only by those who work in the port, but also by those who use them.

Prof. Satyen Bose in his address explained the importance of ports in national economy and stressed on the need of education in Modern Management practices for port executives, so that they could discharge efficiently their ever-increasing responsibilities in the wake of progressive growth of international trade.

Mr. S. Masood Husain, Chief of Transport and Communications Division of the ECAFE who represented the U.N.O. conveyed the message of good-will of the Secretary-General, U. Thant, wishing the conference all success.

A total number of 60 papers on various subjects, which were received from delegates representing different organisations were grouped in accordance with topics dealt with in them for discussion in working sessions. Seven working sessions were held between the afternoon of the 24th Feb. and the afternoon of the 26th Feb. '68. Each working session was conducted by a Chairman with the assistance of a General Reporter. Many of the papers evoked considerable interest as was evident from the number of questions asked and lively discussions following their presentation. Some of the papers dealt with modern techniques and practices like Operations Research, use of Queuing Theory in planning of ports, Containerisation and other Unitised Methods for inter-modal movement of freight, Personnel Management, Electronic Aids to Navigation, Development of Hydrographic Survey, Developments in dredging methods, Computation of suspended sediment loads, Pneumatic conveyance of grains etc.

At the end of each session, the Chairman delivered a brief concluding speech discussing in outline the important points made in each paper and the trend of discussions, mentioning the points on which further studies were necessary.

The programme included two special lectures, one by Sri Jagjit Singh, General Manager, S. E. Rly. on the subject of Operations Research and the other on Modern Methods of Computation of Long waves in Shallow Waters by Dr. J. J. Dronkers, Head, Hydraulics Dept., Delta Works, Netherlands. Both lectures were of a high standard.

In the concluding session of the conference, a resolution incorporating appreciation of the highly beneficial results of the conference and a suggestion to hold such a conference once in two years, was passed unanimously.

The President of the conference in his concluding address mentioned the highlights of the conference and the papers which he thought were of special interest. He also stated that it has been possible to show, through the conference, that the port authorities were receptive of critical comments and constructive suggestions.

Observations were made by a number of delegates expressing appreciation of the standard of the conference deliberations and the manner in which they were conducted. The arrangements made for the convenience of delegates, were also highly appreciated. The conference ended with a vote of thanks to the Chair and the participants who had taken the trouble to come and attend the conference, thereby contributing substantially towards its success.

A variety entertainment programme was arranged in the evening of Saturday, the 24th February and a tea party was held in the evening of Monday, the 26th February 1968. Both the function were attended by a number of delegates with their wives.

A visit to Haldia Project Site was organised on Tuesday, the 27th February 1968. A number of delegates, mainly those from outside Calcutta, participated in the programme.

# *The Changing Face of Amsterdam*

## **Port Management of Amsterdam**

### **Great expectations**

For the port of Amsterdam, 1967 has been a year of marking time and of restless activities on various new projects which will start to yield their first results in the course of 1968.

It goes without saying that marking time does not mean that everything has remained unchanged. On the contrary. Especially in the past year, an increasing number of structural changes have manifested themselves. They serve to indicate the direction in which the port of Amsterdam should develop in the future and help the port management to

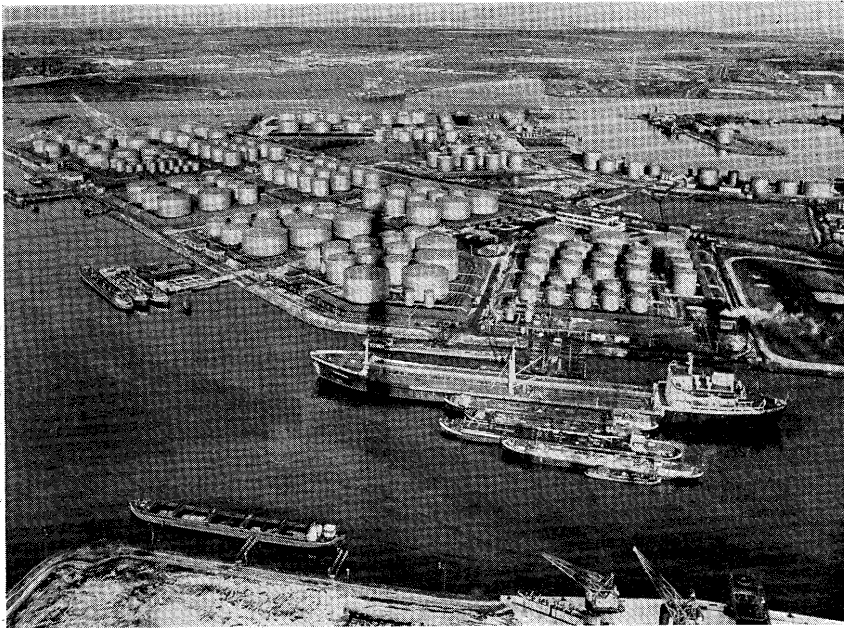
detect the sectors that will have to pursue a new course.

The total picture is highly encouraging, because these developments prepare the way for a further, healthy growth of the port in its new form, the contours of which are now starting to become apparent.

### **Structural changes in the past**

During the period 1950~1965, Amsterdam, till then mainly a port for general goods shipping, gradually started to direct its attention to the transshipment of the rapidly growing quantities of bulk cargo: coal, ore, oil and cereals became familiar commodities for the har-





could reach the port of Amsterdam fully laden, in 1966 there appeared successively the "Heinrich Schulte" with a capacity of 48,000 tons, the "Odin" with 55,000 t.d.w., and, just before the end of the year, the "Nuolja" with 72,300 t.d.w., which was unloaded in the record time of 48 hours—a feat never equalled in Europe before. When on 15th June 1967 the new IJmuiden harbour mouth was officially inaugurated by H. M. Queen Juliana, the entrance-way from the sea had been freed of its last bottleneck. As little as ten days later, the biggest bulk carrier, the "Ursula Schulte" (dead-weight capacity 80,000 tons), arrived to unload a 78,500-ton cargo of ore in the Westhaven dock. By the end of 1967, mammoth tankers had become familiar, regular visitors to the port. At present, Amsterdam is accessible to the largest bulk carriers afloat.

bour. The inauguration of the Amsterdam-Rhine Canal in 1952, providing easy access to the European hinterland, caused the share held by transit shipping in total sea carriage to rise from a modest 30% in 1950 to approximately 60% by 1965 (now even 65%), whilst the overall sea-traffic tripled. During this short period of time, the total port area doubled to 7,500 acres, the port equipment was considerably increased, and various industries of appreciable size established themselves on the docks, thus contributing toward a further growth of traffic and trade. Due to the steadily increasing arrivals of bulk cargo, large oceangoing vessels began to call at Amsterdam. Foreign shipping firms found their way to the Dutch capital, where their flags now occupy 70% of the total incoming tonnage as compared to 45% in 1950. Meanwhile, the overall tonnage more than doubled.

#### New phase

During the years 1965/1966, the port of Amsterdam entered a new phase of development, characterized by the following remarkable aspects:

#### Access for the largest bulk carriers afloat

In those years, the extension works in the harbour mouth and the North Sea Canal reached a

stage which allowed seagoing ships of unprecedented dimensions to enter the port of Amsterdam. In 1966, the capacity limit of the IJmuiden harbour entrance could be gradually increased; this resulted in ships of greater draught and tonnage arriving at regular intervals. Whereas some five years ago the Swedish "Malgomaj" with her 34,000-ton capacity was the largest ship that

#### Industrialization of the port area

Mobil's decision, made in 1965, to build an oil refinery plant with an initial capacity of four million tons in Amsterdam's western port area, gave the first impetus for the development of industries wishing to establish themselves in the port for purely economic reasons such as the drastic reduction of transport costs (which are considerable, because both the volume of sea-borne





raw materials and the quantities of finished products to be transported to overseas destinations are enormous).

There are obvious differences with Amsterdam's traditional port industry, an important branch of activity which mainly consists of transport equipment yards (shipbuilding) and their ancillary industries. By its very nature as well as for technical reasons, this industrial sector had to be established in the port. The advent of the oil-processing and chemical industries will give fresh impetus to Amsterdam's economic growth, create new sources of income and increase the opportunities for employment.

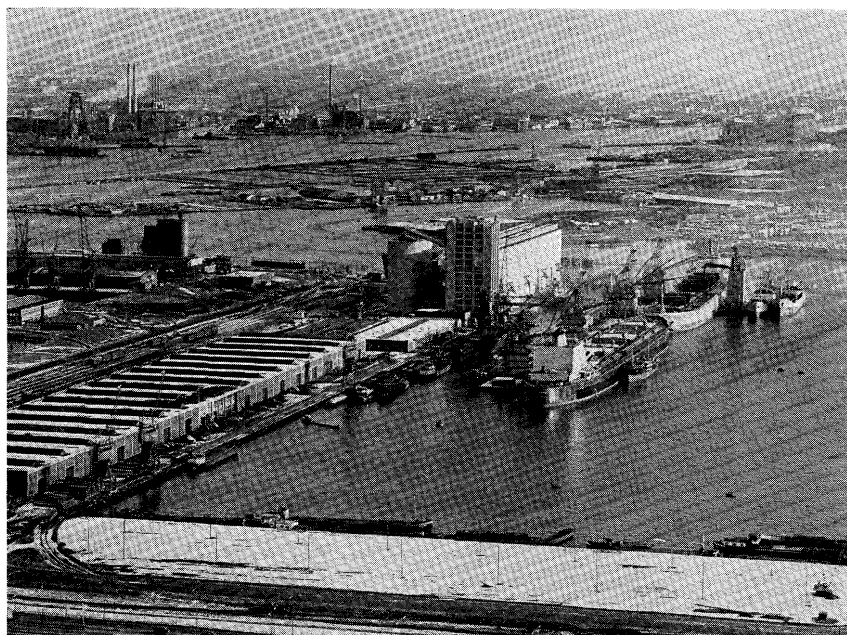
#### Industrialization and stevedoring

A perfect example of complete utilization of the available possibilities is provided by the establishment of the Cargill Inc. soyabean extraction plant (initial output 300,000 tons per annum, to be eventually raised to half a million tons) on a site immediately adjacent to the premises of Internationale Graanoverslag Maatschappij Amsterdam (International Grain Transshipment Company Amsterdam). This new industry will be supplied with soyabbeans, imported from the U.S.A. and unloaded by means of IGMA's transshipment facilities. Thus, the extraction works will avoid the expense of purchasing costly handling equipment by intensifying the use of the existing transshipment plant. In addition, the stevedoring firm of Blauwhoed have in mind a similar concept for their terminal on Westhaven dock. On the site immediately behind the new general cargo handling establishment now being built by Blauwhoed, space will be available for various industries, which may take advantage of the existing storage and loading facilities for their incoming and outgoing goods.

We are convinced that the possibilities for promoting further industrialization in the port of Amsterdam are by no means exhausted.

#### Changes in transport and transshipment techniques

Although this phenomenon is not new, it has lately come increasingly to the fore. Some years ago, the concept of mechanization was put into practice in the "Texelstroom"



of Hollandsche Stoomboot Maatschappij. In order to attain a substantial reduction of the lay-time in port by improving the lifting devices, the ship was equipped with two deck-cranes. Thus, better operating results could be obtained. Her sister ship, the "Spaarnestroom" was even equipped with three of these cranes.

In addition to mechanization, the idea of unitizing cargo was brought into practice in order to accelerate transshipment and to reduce the lay-time in port. This was materialized by the construction of special pallet carriers, such as the "Nerlandia" and the "Dania," equipped with drive-on loading gates in the sides. Thanks to a much faster turnround, the "Dania" was able to replace two conventional type vessels of equal capacity, servicing the same route.

Whereas both new ships still have a special hold for non-palletized cargo, the latest vessels, "Rijnstroom" and "Amstelstroom," have exclusively been constructed for the transport of palletized cargo. Like the "Nerlandia" and the "Dania" they are loaded by means of fork-lift trucks via their drive-on loading gates in the sides (the "Amstelstroom" has an additional gate in her stern). These special provisions have led to a considerable acceleration of turnround.

In the short sea trade, where the

number of in-port days per annum is considerable due to the great number of trips, only the specialized seagoing ship can hold her own, because this is the condition for reducing the operating costs. The exponent of sophisticated specialization, the roll-on roll-off ship, has meanwhile become a familiar sight in the port of Amsterdam. In this connection, we think of the "Tor Anglia" and the "Tor Hollandia" with four departures a week—two to the Midlands and two to Sweden—while Fred Olsen's "Black Prince" takes care of a fifth service, namely to Norway. The non-handling principle in the loading and unloading of cargo limits the lay-time of these seagoing ships to a few hours, so that a maximum number of trips can be made. It is worth while mentioning here that the total number of passengers transported both ways by these roll-on roll-off ships exceeded 100,000 in 1967. The popularity of Amsterdam as the fourth tourist town in Europe has undoubtedly something to do with this.

This tendency towards rationalization also makes itself felt in the deep sea trade. Here, mechanization and unitized cargo have found each other in container shipping, which has resulted in a considerably faster transshipment of goods. Thanks to this mode of transport,

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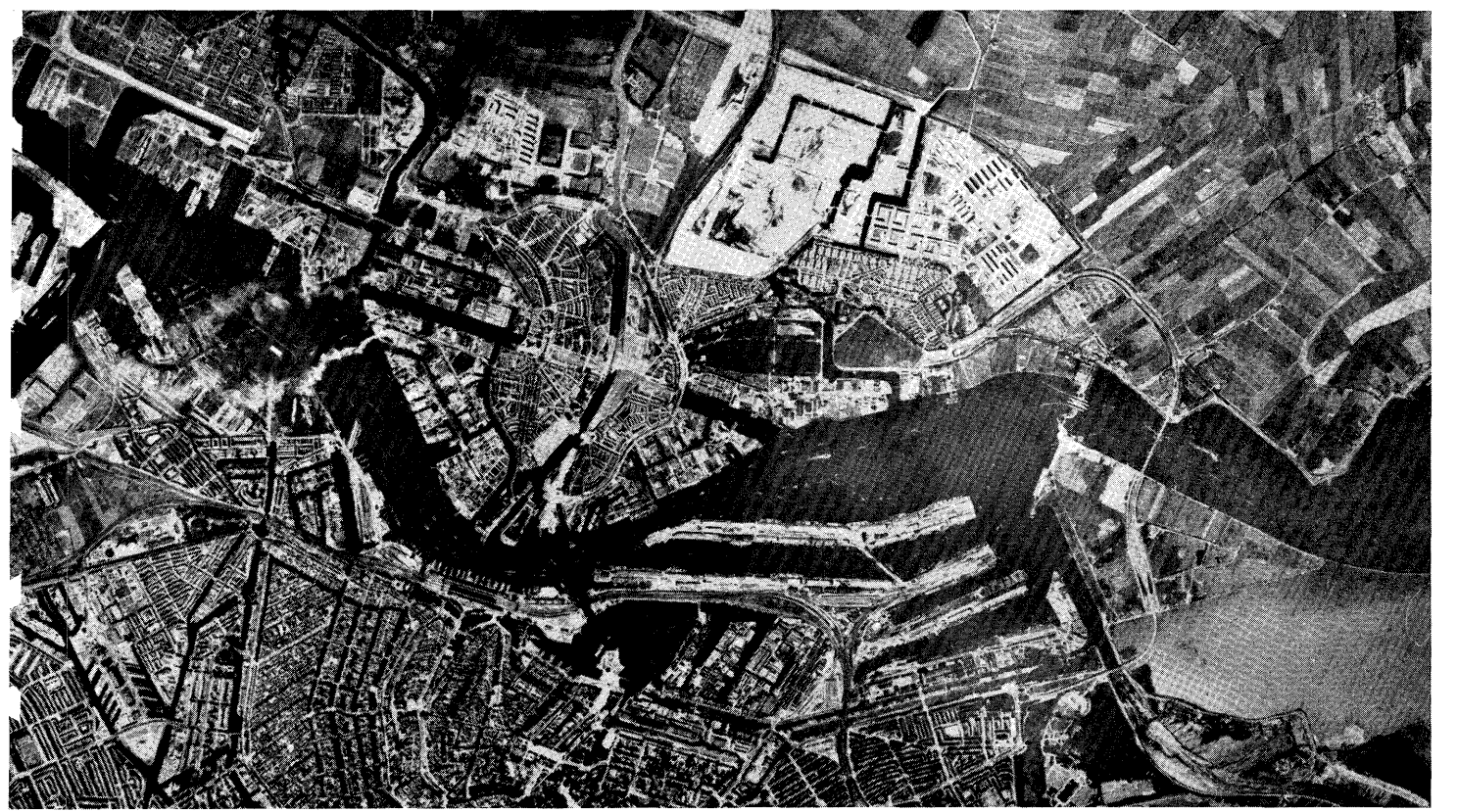
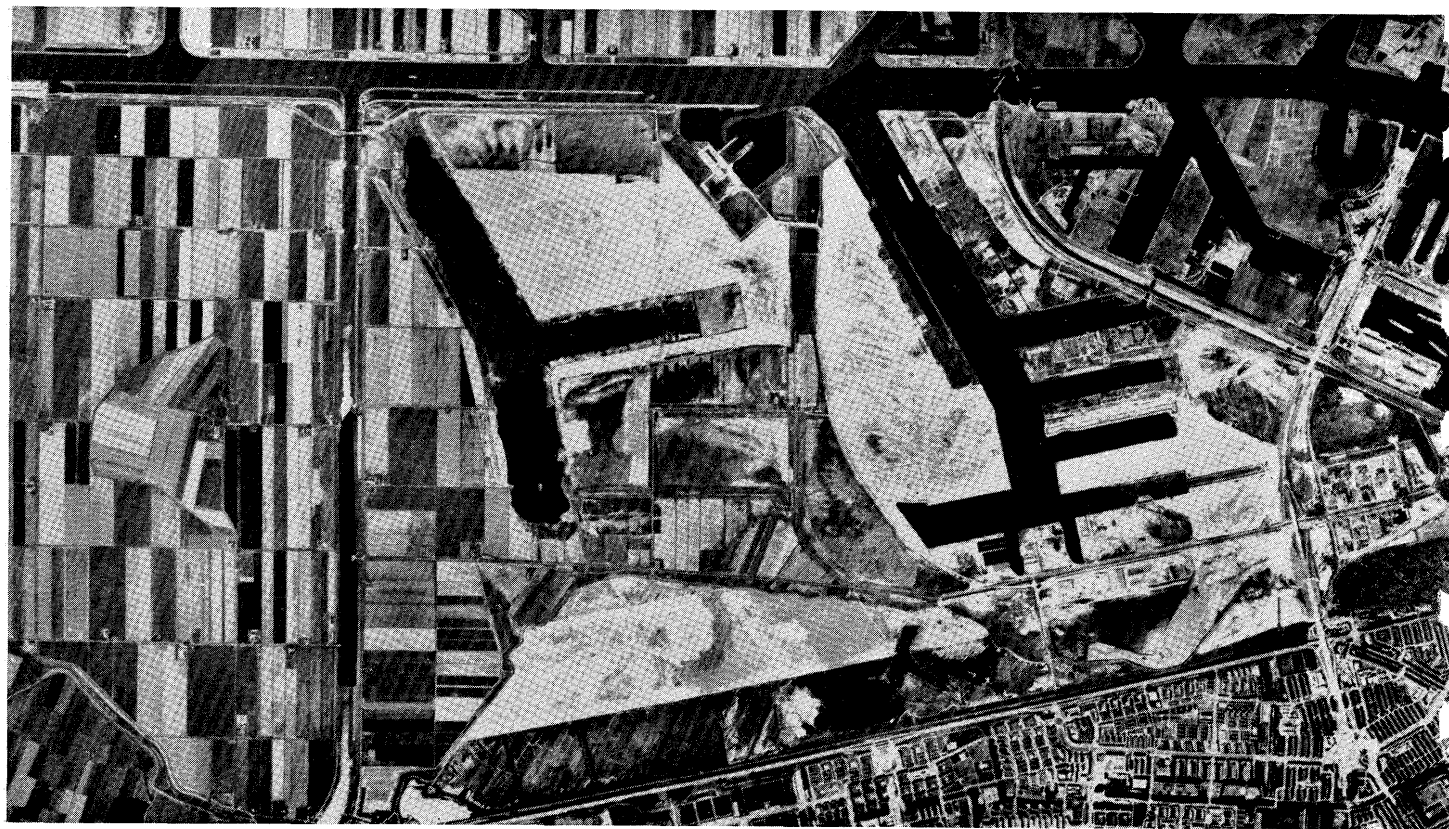
# *Amsterdam Changed in Ten Years 1957—67*



↑ Top Photo 1957



Bottom Photo 1967 ↓





(Continued from Page 17)

the current in-port time of 7 to 10 days for large ocean-going vessels could be reduced to one day. The establishment of the Container Terminal "Amsterdam," which was built in record time, has meanwhile proved its right to existence. The container traffic between Amsterdam and New York by the intermediary of Isbrandtsen's Container Marine Line has proven itself to such an extent that we can safely assume a solid foundation has been laid for further expansion.

Since it is not always possible to concentrate cargo handling to a few ports only in order to minimize the number of in-port days, specialized ships, constructed for transporting unit loads, have made their appearance in the long-distance trade. Palletization and the use of special deck-cranes for speedier transshipment have enabled vessels like the "Mercurius" and the "Neptunus" to make more round-trips a year, despite the large number of South- and Central American ports that have to be serviced each time.

The greater transport efficiency, attained in the bulk cargo sector by the use of larger ships and sophisticated transshipment plant, is now finding its way to the transport of general cargo. At present, the rationalization process is in full swing. Time-honoured traditions are disappearing, but they are compensated by new patterns that will perpetuate their role within the framework of the port. Only by promoting the numerous specializations in the shipping trade will the port of Amsterdam effectively main-

tain and expand its activities on behalf of the city's prosperity.

#### Ocean shipping and transatlantic goods transport

The reduction of coaster traffic to Amsterdam has resulted in the arrival of a considerably lower number of seagoing ships than during the previous year. However, the overall tonnage of these ships, exceeding 12.5 million N.R.T. (+150,000 N.R.T.), has once again been higher than in any preceding year. The volume of goods shipments exceeds the 1966 figure by approx. 300,000 tons as may be seen from the summary below.

It is a well-known fact that coal shipments become less and less important, due to structural changes. Thanks to the improvement of the entranceway from the sea, ore- and oil shipments have considerably increased. The grain transport has remained unchanged, but the activities during the second half of 1967, calculated on an annual basis, were considerably higher than during the previous year. General cargo shipments decreased, due to the intensified competition between the North Sea ports. Phosphates, fertilizers and timber remained almost at the same level.

#### Anticipated growth of transport in the near future

In 1968, the improvement of Amsterdam's connection with the sea will undoubtedly make itself felt to its full extent. This will result in considerably larger shipments of ore, oil and cereals. In June 1968, the Mobil refinery plant will have attained an annual production of four million tons, and great quantities of

oil products will be transported from there by tanker. Early this year, Cargill's soya-bean extraction plant will also come into operation; consequently, the arrivals of oil-seeds and oleaginous fruits will increase by several hundred thousands of tons. Further improvement and expansion of cargo handling facilities will lead to a greater volume of general cargo shipments as compared to the previous year.

#### Economic growth

A striking aspect of the port today is the growing scale of almost every activity: the harbour entrance and the North Sea Canal with their accessibility to ships of 85,000 tons; the bulk carriers of equal dimensions which call at the port in increasing numbers; the grain and ore transshipment plants; the oil docks; the new lay-out of cargo-handling establishments such as the Container Terminal "Amsterdam," the Blauwhoed terminal and the general cargo concentration on Vlothaven dock; Amsterdam shipbuilding (at present, Nederlandsche Dok en Scheepsbouw Maatschappij" build tanker of 210,000-ton deadweight capacity); the oil refinery plant in the course of construction; the enormous sites reserved for chemical and other industries in the western port area, and further west the 6,250 acres of land destined for future port activities on both banks of the North Sea Canal.

The economic growth of a seaport area is inconceivable without industrial activities of considerable scale, mass production, transport and transshipment being the main elements for a healthy expansion of the economy.

One of the essential conditions for economic growth is constituted by the creation of sufficient sales outlets, the home market being unable at present to provide satisfactory employment to the entire urban conglomeration. Amsterdam has become an international port, keyed to the needs of the Common Market. A successful issue of the Kennedy Round will meet with warm approval here, because the Dutch capital is in a position to become an important link between the almost 50 participating countries and the E.E.C.

Sea-borne shipments in the port of Amsterdam, 1967  
(provisional figures)

	in millions of tons			
	arrivals	departures	total	last year's total
coal	0.635	0.165	0.800	( 1.26)
ore	3.000	0.300	3.300	( 2.47)
mineral oils	2.350	0.750	3.100	( 2.95)
phosphate	0.120	—	0.120	( 0.12)
fertilizers	0.005	0.145	0.150	( 0.17)
cereals	2.100	0.750	2.850	( 2.87)
timber	0.570	0.030	0.600	( 0.63)
other commodities	2.250	1.650	3.900	( 4.05)
total	11.030	3.790	14.820	(14.52)

# Port of Taranaki

## New Zealand

*Quoted from a Letter to IAPH by*

**J. G. Boddy, Secretary**

*Taranaki Harbours Board*

Taranaki:—We are a fully operational deep sea port—in fact we are the only deep sea port on the west coast of New Zealand. We are situated in the North Island approximately midway by road or rail to the cities of Auckland and Wellington. The official draught of the port is 29 ft. low water spring tide but this draught may be exceeded after consultation with the Harbour Master.

We have two wharves which can cater, at the same time, for four overseas vessels and two coastal vessels, the normal length of overseas vessel being somewhere between 450 ft. and 565 ft.

Both wharves are fitted with electric cranes. We cater principally for bulk imports of fertiliser and petroleum and the export of primary produce such as meat, butter, cheese, wool and milk products. We are the largest cheese exporting port in the world. From the attached trade summary you will note the type of trade we are handling.

At the present time we are carrying out an extensive port expansion programme which will ultimately produce a new wharf 1400 ft. long. The berths against this wharf will be dredged to 36 ft. L.W.S.T. and the fairway approaches to 33 ft. L.W.S.T. We hope that when our programme is all finished, by approximately the end of 1970, the official draught of the port will be altered from 29 ft. to 32 ft. I have attached a line drawing showing our expansion

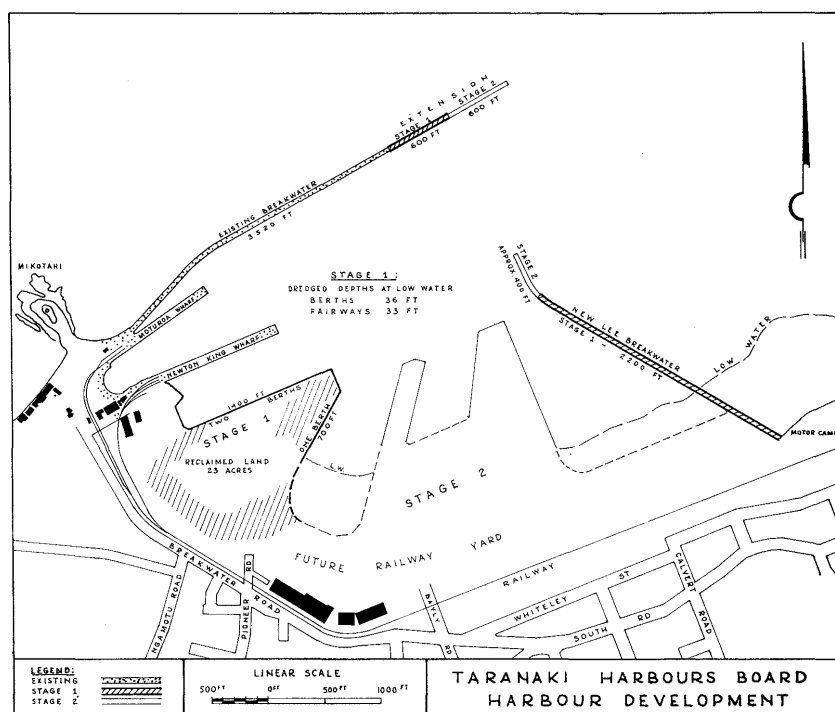
programme. We have just completed the extension of 600 ft. on our main breakwater and the lee breakwater is out approximately 1800 ft. For the past 15 months an overseas dredging contractor has been carrying out a major dredging programme estimated to cost approximately \$2,600,000 (N.Z.). We have a sheet piling contractor driv-

ing his piling etc. within which will be reclaimed 23 acres of the sea bed. We expect the dredging, sheet piling contract and lee breakwater work to be completed by December 1968. A lot of the sea bed will have been reclaimed by this date and we expect to commence the construction of our new wharf early 1969.

The Government of New Zealand has also decided to establish at Port Taranaki a coal fired power station estimated to cost \$120 m (N.Z.). We expect the Station to be fully operative by approximately 1973 and this will increase our trade by an additional one million tons of coal per annum.

Towards the end of 1969 we will commence the export of approximately 200,000 tons per annum of condensate from the oil fields at Kapuni, approximately 35 miles from the Port, to the Oil Refinery at Marsden Point.

Based on normal trade increase plus condensate plus coal, we would expect to be handling over two million tons of cargo within the next seven years.



# Orbiter Probe

## IAPH News :

### President on Tour

President of IAPH, Dr. Chujiro Haraguchi, Mayor of Kobe, is on a westward globe-circling tour from May 25 through June 20. His primary mission is to sign a DM 100 million loan agreement with the Deutsche Bank in Frankfurt for financing the construction of the Port Island of Kobe.

After flying thence to Zurich, Duesseldorf and Bonn, Dr. Haraguchi is scheduled to visit ports of Rotterdam and Lisbon in Europe, and then of New York, Chicago and Seattle in the U.S. before completing the circuit.

Long suspension bridges abroad such as Salazar Bridge in Lisbon and Verazano Bridge in New York are of special interest to Dr. Haraguchi on this trip, in view of his long-cherished cause for a gigantic suspension bridge connecting Kobe with Awaji Island.

Both Rotterdam and Seattle became sister-ports of Kobe in May last year, and this is the first visit after the affiliation by Dr. Haraguchi at both ports.

### U.S. Directors

Mr. A. Lyle King of New York, IAPH Director for the U.S., has reported to the IAPH Head Office on the reorganized list of U.S. Directors and Alternates as follows:

#### Directors:

Mr. A. Lyle King, New York  
Mr. Thomas P. Guerin, Portland  
Mr. Louis C. Purdey, Toledo

#### Alternate Directors:

Mr. J. D. Holt, Georgia Port Authority  
Mr. Rae F. Watts, San Francisco  
Mr. J. P. Turner, Houston

### IAPH Committees

The following three Committees have been appointed by the President recently.

At the Executive Committee Meeting held in New Orleans in January last, it was suggested that all the following Committees meet

prior to the Conference on March 2, 1969 in Melbourne to thrash out views and finalize the reports to the Conference.

#### 1. Committee on International Port Development

##### Chairman:

Mr. Austin J. Tobin  
Executive Director  
Port of New York Authority  
U.S.A.

##### Members:

Mr. V. G. Swanson, Chairman  
Melbourne Harbor Trust Commissioners  
Australia

Mr. A. W. A. Abeyagoonasekera  
Chairman  
Port (Cargo) Corporation,  
Colombo  
Ceylon

Dr. L. E. Palacios  
Executive Director  
Empresa "Puertos de Colombia",  
Bogota  
Colombia

Mr. Edward J. Wesley  
Assistant to the Port Director  
Monrovia Port Management Co.,  
Ltd., Monrovia  
Liberia (West Africa)

Mr. S. Samakoses  
Deputy Director (Admin.)  
Port Authority of Thailand,  
Bangkok  
Thailand

Sir Arthur Kirby  
Chairman  
British Transport Docks Board  
National Ports Council, London  
U.K.

Mr. W. J. Amoss  
Director of the Port  
Board of Commissioners of the  
Port of New Orleans  
U.S.A.

Mr. Eiichi Yamazoe, Director  
Port & Harbor Bureau, City of  
Yokohama  
Japan

Ir. den Toom, Managing Director  
Port Management of Amsterdam  
Netherlands

#### 2. Committee on Large-sized Ships

##### Chairman:

Mr. F. Posthuma  
Managing Director  
Rotterdam Municipal Port Management  
Netherlands

##### Members:

Mr. Charles Barrillon  
Director du Port Autonome de  
Marseille  
France

Mr. Lyle King  
Director of Marine Terminals  
Port of New York Authority  
U.S.A.

Mr. H. Westendorf  
Director General  
General Management of the Port  
of Hamburg  
Germany

Mr. Gengo Tsuboi  
Managing Director  
The Japanese Shipowners' Association,  
Tokyo  
Japan

Captain A. V. Pearson  
Nautical Adviser  
Department of Shipping and  
Transport  
35 Elizabeth Street, Melbourne,  
Victoria 3000  
Australia

\* Commander E.H.W. Platt,  
M.D.E.R.N.

Director of B. P. Tanker Co.,  
London  
U.K.

\* Subject to participation in  
IAPH

#### 3. Committee on Containerization

##### Chairman:

Mr. Charles L. Vickers  
General Manager  
Port of Long Beach  
U.S.A.

##### Co-Chairman:

Mr. Ben Nutter  
Executive Director and Chief Engineer  
Port of Oakland  
U.S.A.

##### Members:

Mr. Dudley Perkins, Director  
General  
The Port of London Authority  
U.K.

Mr. Hu King-Fin, Deputy Director  
Keelung Harbor Bureau  
Rep. of China



Mr. Loh Heng Kee  
Director-Operations  
Port of Singapore  
Singapore

Mr. A. Nallusamy  
Asst. General Manager  
Penang Port Commission  
Malaysia

Mr. Rae F. Watts, Port Director  
San Francisco Port Authority  
U.S.A.

Ir. J. den Toom  
Managing Director  
Port Management of Amsterdam  
Netherlands

Mr. Jiro Kano, Director  
Hanshin Port Development Au-  
thority (Kobe)  
Japan

Mr. Jose A. Cruz, Chief Civil  
Engineer  
Div. of Ports and Harbors, Bu-  
reau of Public Works  
Department of Public Works &  
Communications  
Philippines

Comm. Enrique B. Camino, Tech-  
nical Director  
Callao Port Authority  
Peru

Mr. J. Peltz, Head of Operation  
and Coordination  
Dept., Head Office  
Israel Ports Authority  
Israel

Mr. W. H. Brotherson  
President  
The Maritime Services Board of  
N.S.W.  
Australia

## IAPH Open House

The IAPH Head Office held open house on Friday, May 17, 3.00~5.00 p.m. to have friends visit the new office opened April 1 and familiarize themselves with it.

Some 70 people responded to the invitation and many stayed long to chat over refreshments offered.

Mr. Cyril L. Webb, Port of London Authority representative who happened to be in Tokyo, was among them. Many familiar faces of U.S. port representatives hung around also to make the hosting personnel feel happy.

## Mr. Webb, PLA

Mr. Cyril L. Webb, PLA representative for Australia, New Zealand and South East Asia resident in Sydney, Australia, was in Japan for 2 weeks, arriving on May 12 and departing on May 26.

Mr. Webb brought with him on his second visit here a 15-minute color movie on "Container Facilities at Tilbury", and staged three showings, one each in Tokyo, Osaka and Kobe, for the benefit of those interested. The purpose of his visit to Japan was to meet users of the Port of London, i.e. the shipping lines as well as importers and exporters. He was also interested in seeing how plans were developing in Japanese ports.

The IAPH Head Office arranged with ports of Tokyo, Yokohama, Nagoya, Yokkaichi, Osaka and Kobe for inspection tours by Mr. Webb and film showings.

## Team from Singapore

The Port of Singapore Authority wrote on April 8, 1968 to the IAPH Secretary General as follows:

"The following two senior officers of the Authority will be attending the conferences and making study visits to various ports in Europe, Great Britain and U.S.A. from 22 April to 10 July 1968:—

1. Mr. A. Vijiaratnam—Port Engineer
2. Mr. Liau Nyuk Siong—Traffic Superintendent

"The Authority would therefore like to take this opportunity for these two officers to be attached to some ports in Japan to enable them to gain further experience and knowledge in port management with special emphasis on:—

- (a) container vessels and container berths
- (b) port layout and construction

"I shall therefore be grateful if you will kindly let me know whether it will be possible for you to make arrangements for their training attachments to:—

1. The ports of Tokyo and Yokohama from 13 to 16 July

## Help Wanted in Monrovia

WANTED, an Assistant Port Director, a Comptroller and a Chief Accountant to work in the head office at the Free Port of Monrovia. Write for inquiry directly to Mr. Harry C. Rudden, Secretary of the Monrovia Port Management Company, Ltd. at 26 Broadway, New York 4, New York, U.S.A.

2. The ports of Osaka and Kobe from 17 to 19 July

"In addition to the above, the Authority would appreciate if you could also arrange for these two officers to visit some companies that manufacture container handling equipment."

Accordingly, Mr. Toru Akiyama, the Secretary General, has written to the ports of Tokyo, Yokohama, Osaka and Kobe, and several manufacturers of container handling equipment for meeting the two Singapore port officials as they arrive and for furnishing desired information.

## Engineering Seminar

The 5th Group Training Course in Ports and Harbors Engineering (fiscal year 1968) organized by the Overseas Technical Cooperation Agency of Japan is in session May 13 through September 2, 1968.

There are 10 participants this year, one each from Brazil, Ceylon, China, India, Indonesia, Korea, Philippines, Singapore, United Arab Republic, and Venezuela.

IAPH, counted as one of the coordinators of the program until last year, has pulled out of it this year, although it will henceforth offer whatever support possible in a manner compatible with its global status.

On Sunday, June 2 from noon, Mr. Toru Akiyama, Secretary General, held a private open house for the 10 seminar trainees and IAPH staff at his new home in Suginami-ku, Tokyo.

## Comdr. Parmiter at IMCO

The IAPH Head Office is in receipt of two reports by Commander G. V. Parmiter, R. N., River Superintendent & Harbourmaster, Port of London Authority, one on the 17th Session of the Maritime Safety Committee held March 11~15, 1968, and the other on the 5th Session of the Sub Committee on Safety of Navigation of the Maritime Safety Committee held March 19~22, 1968 of IMCO (Intergovernmental Maritime Consultative Organisation) headquartered in London.

Commander Parmiter represented IAPH at those IMCO sessions. The contents of the reports are at the disposal of IAPH members. Necessary information on them may be provided upon request.

## C. C. C.

The 59th/60th sessions of the Permanent Technical Committee of the Customs Co-operation Council were held 5th to 14th March, 1968 in Brussels under the chairmanship of Mr. P. Fenger (Denmark).

Thirty-two member nations were represented, 8 nations were represented by observers, and 14 international organizations also sent in observers. IAPH was not represented there.

Dr. K. Fuchs (Austria) was elected Chairman and Dr. K. Metzen (Germany) Vice-Chairman for the succeeding year. The next, the 61st/62nd, sessions will be held from Wednesday 25th September to Friday 4th October, 1968.

The Head Office is in receipt of a thick (58-page) report on the above March sessions from the C.C.C. and keeps it for future reference for the benefit of the IAPH members.

## Arctic Cargo Submarines

London:—A promising idea which could open immense possibilities for bulk cargo has been suggested by Dr. Barnes Wallis (U.K.) for building giant cargo carrying submarines which could travel under the Arctic ice cap.

He says that for bulk transport, ocean travel will remain between five to 15 times cheaper than its equivalent on land for sometime to

come. Submarines are able to travel three to four times faster than conventional ships and consume much less power. Navigation under the ice cap of the Arctic could shorten the sea route from Japan to Great Britain by 13 days and by more than 4,000 miles. (ICHCA Monthly Journal, April)

## Containerships

San Francisco, Calif.:—There were at the end of 1967 under construction or on order at shipyards throughout the world 122 containerships, of which 38 were at U.S. yards.

Second place was held by Germany with 22 vessels, third by Japan with 16, and fourth by the United Kingdom with 12.

The figures are contained in a nine-page document on the subject just issued by the Maritime Administration and available in limited supply.

Of the 38 ships listed at U.S. yards at year-end, the report notes, 12 were partial containerships and five were roll-on/roll off types. In addition to the 38, five older ships were being converted.

Interestingly, the average size of containerships being built in U.S. yards was considerably greater than in the German, Japanese and British yards.

The average for the U.S. new-buildings was 17,400 deadweight tons, for the German 12,400 tons, for the Japanese 13,600 and for the British 10,200. (Pacific Shipper, March 25)

## Japan—"Land-Bridge"—Europe

The Port of Baltimore recently opened its Far Eastern office in Tokyo. This is in addition to its trade development offices already established in Brussels and London. It puts the Port of Baltimore in a position to serve shippers and receivers at both ends of the discussed container "land-bridge" between Japan and Europe across the U.S.A.

The U.S. railroads and U.S. ports have been investigating the concept of a land-bridge involving shipping containers between Europe and Japan across the North American

Continent, by-passing both the Panama Canal and the Suez Canal. This would cut the time of Japan-Europe transportation from 45 days to 25 days. Time-cutting would most often mean cost-cutting.

The Trans-Siberian railroad is now being considered as a container land-bridge across the Sea of Japan to Vladivostok, then by rail to Moscow and points west in Europe, and Vice-versa.

Now the U.S. ports and U.S. railroads are taking a closer look at the idea of a land-bridge across the U.S.

In the United States, Baltimore is the North Atlantic port investing heavily in container terminals that could handle train loads of containers. The port is in the second year \$67 million dollar Maryland Port Authority expansion program and \$100,000,000 is being spent to deepen the C&D Canal—Baltimore's second outlet to the sea which can cut a vessel's sailing time by as much as a full day.

Much of the Maryland Port Authority expenditures is dedicated to at least 6 more container berths at its two-berth public container terminal at Dundalk Marine Terminal.

The Canton Company of Baltimore has just constructed a \$4 million container terminal and leased it to Sea-Land Services for 25 years. (Sea-Land is now negotiating for a Japan-U.S. west coast container service; the line already operating a U.S. Atlantic Coast-European container service. Baltimore is one of the main U.S. North Atlantic ports at which Sea-Land now calls.)

All the major railroads serving Baltimore: the C&O/B&O, Penn-Central and Western Maryland Railway, have indicated an interest in a Japan-Europe container train movement across the U.S. as a land-bridge. The Maryland Port Authority recently met with these railroads to establish this port as the main Atlantic port.

The land-bridge service is especially designed to offer savings in time and money to long distance shippers who ordinarily would use steamships for the entire trip, and would prefer the land route across the North American continent

rather than the difficult Siberian route.

On the Japanese end of this land-bridge the Maryland Port Authority has engaged Warren F. McClelland, businessman and long-time resident of the Far East to head its office in Japan.

On the European end of the "land-bridge" the Maryland Port Authority has long established offices in Brussels headed by David K. Tosic, and in London, headed by Austin G. Tofield, to assisted by Kenneth Newton. (Maryland Port Authority News Release)

### Shipside Packers

Baltimore, Md.:—Shipside Packing and Consolidation Company, a subsidiary of Lavino Shipping Company, has opened a Port of Baltimore Division at Dundalk Marine Terminal—for the special handling of cargoes as its name implies.

More besides.

For imports as well as exports.

The new facility is located on 4½ acres of paved storage area at Dundalk and provides 31,000 square feet of warehouse space for cargo manipulation. The Dundalk Terminal, open in 1962 under the operation of the Maryland Port Authority, is located at 2700 Broening Highway.

Shipside handles an infinite variety of cargoes. The bulk of the most recent export freight has been in the "white goods" field—refrigerators, washers, air conditioners, as well as large machinery items as generators, motors and factory replacement parts.

One of the most unusual recent orders was the shipment of 20 Imperial automobiles to the Near East.

On the import side, Shipside consolidates a variety of palletized and bagged cargoes and provides boxing services for material to arrive in the port in large lots that must be prepared for shipment in smaller lots to dealers and distributors . . . example, motorcycles from Italy.

"We know the kind of packing that freight must have to stand up on an ocean voyage," Mr. Schwemmer said. "And by consolidating the packing at the terminal we can save the shipper the expense of pay-

ing overland freight charges on the packing materials."

John E. Ferguson, Shipside Vice President, says that the decision to open the Baltimore Division was based on the growth of general cargo operations in the port and the demand for packing and consolidating services from mid-West shippers.

Our trade solicitation offices in Pittsburgh, Cleveland, Chicago, have reported for some time that they prefer Baltimore as a port through which to move their cargo if the necessary export packing facilities were available.

"These services will compliment our other Lavino operations here in Baltimore and give us the full range of shipping services at this port", Mr. Ferguson added.

Other operations include steamship agency, terminal operations and stevedoring.

In charge of Shipside's operations at Dundalk will be Thomas G. Schwemmer, assistant vice president, and Walter W. Bazzle, manager. Mr. Schwemmer brings 20 years of experience in packing and handling to the job while Mr. Bazzle served as manager of George Transfer and Rigging Company at Dundalk. (Maryland Port Authority News Release)

### Labor Safety

Hollywood-Fort Lauderdale, Fla.:—Both the injury frequency rate and number of disabling work injuries among longshoremen at Port Everglades dropped sharply in 1967, according to a Department of Labor report.

Raymond B. Leavitt, Jr., Fort Lauderdale District Supervisor, Office of Occupational Safety, Bureau of Labor Standards, reported a reduction in the injury frequency rate for all stevedoring operations at the Port subject to the Longshoremen's and Harbor Workers' Compensation Act, from 66.9 in 1966 to 35.5. The national rate is 78.9.

Leavitt further disclosed in his report to the Port Authority that disabling work injuries declined to a low of nine, compared with fifteen in 1966. (Port Everglades News)



### New NFTA Insignia

Pictured above is the seal recently adopted as the official insignia of the Niagara Frontier Transportation Authority. It signifies four modes of transportation; air, sea, road and rail, and portrays pictorially both the area and media of primary concern to the Authority.

The plates have been made in various sizes and will be used in all public relations and advertising of the NFTA. The outer border is white with black; the inner circle, white on a ben-day background with black lettering.

Designed by James Howes, Art Director of Ellis Advertising Company, the symbol was accepted by the Niagara Frontier Transportation Authority after revisions were made by members of the staff. (Port of Buffalo Progress Bulletin)

### Latin Service

Long Beach, Calif.:—Fortnightly containership service between California and Central America by Sea-Land Service, Inc. was announced recently by Horace B. Simi, Pacific Coast sales manager of Sea-Land.

Simi said the new service offers through-routing of containerized cargoes to and from Long Beach and Oakland, with transshipment at Balboa.

Sea-Land recently opened a Central American office in Managua, Nicaragua, in order to coordinate the new operation with Mamenic Line, which will handle cargoes moving between the Canal Zone and Central American ports.

Mamenic has purchased a small containership (capacity: 18 of Sea-

Land's 35-foot containers) for its portion of the run. The vessel, *Mare Jada*, can handle "both dry and refrigerated containers in trailer-load quantities," Mr. Simi said.

Sea-Land's new service commenced with the sailing of the *Azalea* from Long Beach February 29 and Oakland March 1. Cargoes were transshipped at Balboa for discharge at Puntarenas, Costa Rica, and Corinto, Nicaragua.

The carrier's Central American office is managed by Frank Rafelson, formerly a sales representative in San Francisco. (Port Ambassador, Port of Long Beach)

## WTC Association

New Orleans, La.:—Representatives of 25 United States ports and cities, together with six foreign nations concluded a recent three-day meeting at International House in New Orleans by announcing the formation of The Association of World Trade Centers and the election of Dr. J. G. van Heurck of Antwerp, Belgium, as chairman.

Guy F. Tozzoli, director of the New York WTC, was elected secretary general of the association, which will meet annually in the United States or abroad.

Dr. van Heurck is president of the WTC of Belgium.

Other members elected to the steering committee were Dr. Paul Fabry, managing director of International House; Brigadier J. Guy Gauvreau, president and general manager of Place Bonaventure of Montreal; Dr. J. M. C. Hagenaar, deputy managing director of Rotterdam Port; G. O. J. A. Niesink, The World Trade Center of Amsterdam; and E. I. Yamada, executive director of WTC of Tokyo.

The first meeting in New Orleans was called by the New Orleans' International House and Gaku Matsumoto, founder and president of the WTC of Japan.

A meeting of librarians of the various world trade organizations was held concurrently with the conference.

The next meeting of the Association of World Trade Centers will be held in Japan in 1970, while the WTCA executive committee will

meet in Antwerp and Montreal next year.

Referring to the resolution of the just concluded meeting as the "New Orleans Protocol," Dr. van Heurck said "The meeting was of historic significance and the first step toward establishing a truly international body for private and state organizations dedicated to free trade with all nations."

The group adopted a common emblem and the slogan "Dedicated to World Peace, Trade and Understanding." (New Orleans Port Record, June)

## New Orleans News

- New Orleans' new International Trade Center, including the 33-story International Trade Mart Building and the Rivergate convention-exhibition facility, were dedicated on the grounds of the complex at the foot of Canal Street April 30.

The dedication was sponsored jointly by the International Trade Mart, the Board of Commissioners of the port, and the city's 250th Anniversary Committee. Seymour Weiss was chairman of the event, and Dr. Hernan Echavarria, Colombian ambassador to the United States, was principal speaker.

- The Commerce Department in Washington will hold a hearing May 22 on an application of the Board of Commissioners of the port of New Orleans to establish a foreign trade subzone on a 3.47-acre tract of land on the west side of the Inner Harbor Navigation Canal north of U.S. Highway 90.

According to foreign trade zone regulations, foreign goods and materials could be brought into the subzone, reprocessed and shipped abroad without payment of duties. A tariff would be imposed only when the material or goods actually entered the United States from the subzone.

- The District Engineer, New Orleans District, Corps of Engineers, U.S. Army, will conduct a public hearing July 23 in New Orleans to consider a proposal to improve the Mississippi River-Gulf Outlet from its present dimensions of 36 feet in depth and 500 feet in bottom width

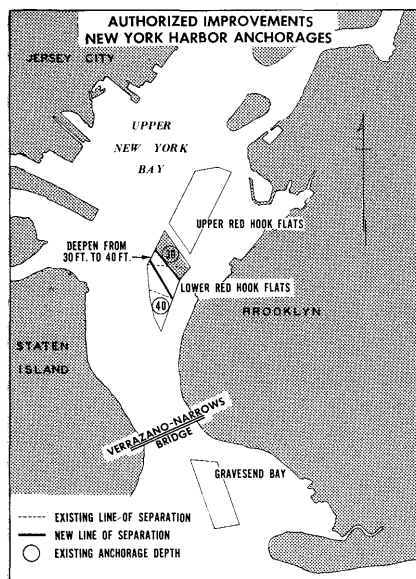
to a depth of 50 feet and a bottom width of 750 feet. The proposal, initiated by the Board of Commissioners of the Port of New Orleans, is designed to prepare the port to handle the new breed of deep-draft, extra-long tankers and bulk carriers now in service and planned for the future. Access to the Mississippi River would be via a new navigation lock of equivalent dimensions. (Port of New Orleans News Letter)

## Vital Harbor Improvement

New York, N.Y., May 7:—The Port of New York Authority, in association with twenty other ports, civic and maritime organizations in the metropolitan area, today urged the House Committee on Appropriations to adopt without change the \$5,595,000 in appropriations for vital harbor improvements for the New Jersey-New York Port and its tributary waters, as recommended in President Johnson's Annual Budget for Fiscal Year 1968-69.

The appropriations would provide (see diagrams) \$2,000,000 for widening the Newark Bay Channel; \$1,500,000 for expanding and deepening the New York Anchorages off Brooklyn, and \$1,885,000 to reimburse New York State for improvements to the New York State Barge Canal. The remaining \$210,000 was requested for studies by the Corps of Engineers which include \$25,000 on reclamation of the New York-New Jersey Meadows; \$50,000 for deepening and/or widening of the East River and Steinway Creek Channels, and \$135,000 for the transfer of the New York State Barge Canal to the Federal Government for modernization, operation and maintenance.

Roger H. Gilman, the Port Authority's Director of Planning and Development, who presented the joint testimony to the Subcommittee on Public Works, noted that: "These recommendations are in some cases being supported, not because we consider them adequate to progress the proper and needed development of the Harbor, but because we are acutely aware of the serious fiscal demands facing our nation. This situation forces upon us regretful acceptance of the

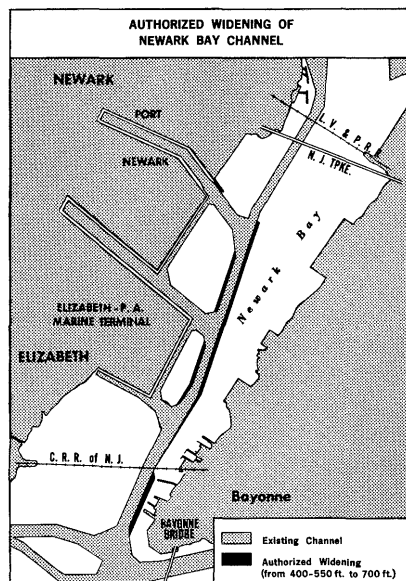


fact that completion of certain vital channel improvements will be delayed."

He pointed out that the most serious delays will be on projects to widen the present Newark Bay Channel to 700 feet, and to deepen and expand the New York Anchorages off Brooklyn. The recommended appropriation of \$2,000,000 for the Newark Bay Channel project will permit completion of only half of this work by mid-1969. While the \$1,500,000 recommended for the New York Anchorages assures some progress in the \$44,800,000 project, he noted that "it is relatively small in terms of the total estimated cost of the improvement." (News from The Port of New York Authority)

### Distinguished Service

New York, N.Y.:—Director of Marine Terminals A. Lyle King, who has guided The Port of New York Authority's waterfront undertakings, was honored recently with the award of the bi-state agency's Distinguished Service Medal. Mr. King was presented the medal for the skill and distinction with which he carried out important marine terminal projects. Under his immediate direction the Port Authority redeveloped the Hoboken piers, Port Newark and the two miles of Brooklyn waterfront now known as the Brooklyn-Port Authority Marine



Terminal. In 1956 he recommended acquisition of 700 acres of Elizabeth meadowland for development as containership terminals. Because of this foresight, the port's leadership in the containership era is now a recognized fact around the world. Vice Chairman James C. Kellogg, III, represented the Board of Commissioners in making the presentation to Mr. King at the agency's Annual Medal Awards Ceremony. (Via Port of New York, January)

### Security Bureau

New York, N.Y.:—In its 21st annual report, the Security Bureau, Inc., a private membership organization of 200 members at the Port of New York dedicated to the suppression of cargo loss from theft and pilferage, noted the impact of the container era on the bi-state port. Hijacking of entire truckloads was noted in the report, which stated, the trucking industry, "in an effort to combat the serious loss of their trucks and valuable cargo loads, has organized its drivers into an effective alarm network so that thousands (of drivers) can be immediately on the lookout for stolen trucks on the public highways and streets."

During recent years, the Security Bureau has extended its operations to include the investigation of air cargo losses. During 1967 security recommendations for the air termi-

nals were made by the bureau's insurance industry members and the staff of the bureau itself.

A total of 140 appearances were made by bureau representatives before local and federal courts and administrative agencies. These cases resulted in the successful prosecution of 32 defendants who had been involved in the theft of commodities such as drugs, textiles, and foodstuffs. (Via Port of New York, February)

### Growth Assessed

San Diego, Calif.:—Members of the House of Representatives Committee on Public Works toured the Port of San Diego's facilities and projects in late April to assess this growing port's economic potential.

Included in the tour group were the three San Diego area representatives, Congressmen Bob Wilson, Lionel Van Deerlin and James Utt, as well as Congressman Roger H. Zion (R-Ind.). Robert J. Sullivan, chief counsel for the House of Representatives, accompanied the group.

Focal point of interest for the congressmen was the 24th Street Marine Terminal. Currently under construction, the marine terminal and its adjacent industrial site has been accelerated by a \$4 million federal grant.

Congressmen were told by Port officials that estimates of the maritime complex potential indicate that federal income taxes to be paid by future tenants of the site will, over a span of five years, repay the federal government's investment in the project.

The Congressional group also took a 40-knot hydrofoil tour of the bay in a vessel provided by Tatco Shipbuilding Corp. of San Diego and also inspected the Tenth Avenue Marine Terminal.

During their visit to San Diego, committee members were hosted by members of the San Diego City Council, the County Board of Supervisors, the Economic Development Corp. and Port District Commissioners. (Port of San Diego Newsletter)



## Industrial Redevelopment

San Francisco, Calif.:—The San Francisco Port Authority is moving ahead with plans for the commercial and industrial redevelopment of San Francisco waterfront property no longer needed for maritime purposes, Port Director Rae F. Watts announced today.

Working closely with civic leaders, and San Francisco's redevelopment and zoning agencies, the Port Authority will begin to introduce far-reaching rejuvenation programs for the area north of Pier 35 and encompassing the Fisherman's Wharf and Hyde Street properties.

The relocation of commercial and recreational activities in place of cargo piers will be a significant departure in the historic land use of the Embarcadero area. It will be vital, the Port Authority asserts, because of a growing need to find new methods of financing future marine terminal construction.

To coordinate and implement redevelopment projects, and to attract new commercial and industrial businesses to port property, Spencer S. Gilman has been appointed to the newly created position of Director of Development. Prior to joining the port staff, Gilman supervised the real estate and capital building program of Santa Clara County. Previously, he was involved in land development projects for Alexander & Baldwin Company in Hawaii and the Western Pacific Railroad, and planned the redevelopment of Oakland's waterfront commercial and industrial areas.

An overall economic study made recently of the entire Port of San Francisco property pointed to advancements of shipping potential in the southern waterfront area and the development of physical assets on the northern waterfront.

A 50 percent growth in San Francisco's cargo volume over the next 25 years has been forecast, and additional terminals will be needed to accommodate the steady increase in foreign trade and to provide for expanded container cargo operations.

Expansion of the retail, restaurant and entertainment activities in the area of Fisherman's Wharf are

both desirable and necessary, the Port Authority said, to serve "an insistent and growing public demand for more consumer-based facilities."

In planning for the new commercial developments, the Port Authority has stressed an importance in drawing up design guidelines that will insure a balance between initiating new business enterprise and retaining authentic maritime atmosphere. All construction and physical facilities will be designed to enhance the waterfront atmosphere and provide visible access to the Bay.

The retirement of piers from maritime use in the northern waterfront has been made possible by the opening of the Port's 68-acre Army Street Terminal and the shift of many lines to the new nine-berth cargo distribution center to take advantage of its modern cargo handling facilities.

The Port of San Francisco has also completed a new, 470,000 square foot Pier 27 Terminal, plans to double the loading and storage capacities of its Grain Terminal, and has purchased some 33 acres of waterfront property for development as a marine terminal.

The Port's future plans for redevelopment of maritime facilities centers on expanding its capacity, services and facilities to respond to the demands of changing cargo technology.

Recently, a Master Plan was presented for the development of a 230-acre cargo terminal to be built at the India Basin area, south of Islais Creek and across the Channel from the Army Street Terminal. The site would accommodate ten ships, and would have berths for containerships, general cargo carriers and, possibly, the LASH (lighter aboard ship) system.

The Port Authority is also planning the redevelopment of the Ferry Building area, to include construction of a garage-office building complex to provide 100,000 square feet of office space and room for 1,000 automobiles. Additionally, restaurants, shops, a pedestrian walk and small boat lagoon will be built immediately behind the historic San

Francisco landmark. (Port of San Francisco)

## Shiplane Jeopardized

Washington, D.C.:—The water route, over which moves almost 75% of the Pacific Coast's ammunition shipments to Vietnam and the Pacific, could be severed in a moment, a Congressional committee has been advised.

"Not only would a major logistics base be rendered useless, but massive loss of life and property could result should one or more ammunition ships blow up as a result of collision or grounding," Robert H. Langner said in testimony prepared for the House Civil Works Appropriations Subcommittee, and submitted this morning (11 a.m. EDT, Tuesday, April 30).

In a photographic presentation to the Congressmen considering next fiscal year's funding of harbor and channel projects, the California Marine Affairs Conference executive secretary illustrated the 1944 Port Chicago explosion on Suisun Bay, which claimed 422 lives and caused extensive damage as far as seven miles away, and portrayed the situation today.

"Two ships blew up then at the Naval ammo loading station. Now, there is an average of almost five ships daily at the facility," Langner noted. He said the present channel dimensions—30 feet deep and 300 feet wide—are "grossly inadequate" for the heavy traffic of large tankers, merchant ships and the explosives-carrying vessels.

Together with Contra Costa and Solano County officials and Port of Stockton witnesses, the Marine Affairs Conference is seeking Congressional approval of \$1½ million to initiate deepening the channel to 45 feet, and doubling its width to 600.

"The 34 miles of ship channel between the Golden Gate and Port Chicago pass under six major bridges—the key rail and vehicular links tying San Francisco and the region to the nation. A collision—resulting from lack of maneuvering area in the channel—could easily destroy or seriously damage one or a pair of these spans and close down the water route for months",

Langner testified.

Ironically, most of the more powerful explosives being shipped today still move in the same ships used in World War II, the marine official said. These vintage vessels out of the "mothball" fleet have not improved in steering, engine or general reliability over the years. The Navy reports 813,000 tons of explosives were moved from Port Chicago last year to the Pacific.

"It is physically impossible to meet the full safety standards set by the government for such shipments," Langner reported in citing Naval Bureau of Ordinance minimum "separations" for ammunition ships: 8,470 feet from other vessels, 10,590 feet from "inhabited structures and places" and 6,355 feet from passenger railroads and public highways. To help ease such transits from the Bay Area, the Coast Guard escorts each ammo ship with a cutter prominently marked, "Danger—Explosives Ship Astern". But accidents can and still do occur—as recently as last November when a Port Chicago-bound ship hit a freighter near the Navy station. "Fortunately, the ammo ship was empty—but our pilots and others familiar with the hazards tell us the odds will not improve until the channel work is finished," Langner said.

Since the 1944 disaster, major new industries and population centers have grown up along the waterway—adding to the current risk, it was noted. The Navy's recent, successful bid for approval to evacuate and purchase the town of Port Chicago near its facility testifies as well to the increased danger.

Improvement of the main ship channel was recommended in a Corps of Army Engineers' report and authorized by Congress in 1965. But a Vietnam-tightened budget cut funds to planning work only. About 20% of the \$62 million total cost will be met by local interests—principally the two countries and the inland Port of Stockton. The latter will see its 30-foot channel deepened to 35—and widened—to better accommodate the larger ships it increasingly serves.

Contra Costa and Solano officials

also testified on current and pending investment in six new or expanded oil refineries and plans for construction of one or more steel mills to serve the metal-short, growing California economy. An estimated \$2 billion-plus investment and "several hundred thousand" new jobs also hang in the balance, they said—all dependent on improved navigational access.

The Pacific Coast's only nuclear submarine construction facility—the Naval yard at Vallejo—is also served by the channel, it was noted. (California Marine Affairs Conference)

## Record Revenue

Seattle, Wash.:—Port of Seattle operating revenues in 1967 were the highest in the Port's 56-year history, according to Controller John G. Foster.

In the report presented to the Port Commission, Foster quoted operating revenues of \$10.6 million, over \$2.5 million greater than for the previous record year of 1966. The report showed new records set in all categories of Port revenue.

Investments in land, facilities and equipment also increased in 1967—up \$13,250,000 over 1966.

The current market value of the Port's total capital assets is estimated at almost \$200 million. (Port of Seattle Reporter, April)

## Port Buys 4 Areas

Seattle, Wash.:—The Port of Seattle has, within the past five weeks, purchased three piers on the waterfront and a smaller piece of property in the area of Fishermen's Terminal at Salmon Bay.

Pier 57 was bought from the Milwaukee Road at a cost of \$535,000. The pier, at the foot of University Street, adjoins Pier 58 which is already owned by the Port.

The site is comprised of 71,900 square feet of dock area, of which 44,420 square feet are occupied by a two-story building. The facility, originally known as Pier 6, was built during the period 1903~1905 for the J. R. Aden Co., and was acquired by the Milwaukee Terminal Railway Co. in 1908 to provide a connection between the main line

and the barge service to Bellingham. The Milwaukee Road acquired the terminal railway company in 1918.

The railroad has leased the pier since 1954 to the Seaport Fish Co. for use as a fisheries-receiving station.

The Port purchased Pier 26 from the Young Corp. for \$1,190,000. Pier 26 lies alongside the Hanford Street Grain Terminal. When the new multi-million-dollar grain terminal is built at Pier 86, the Hanford Street Grain Terminal and Pier 26 will become one large development.

Pier 6 on the West Waterway was acquired for \$920,000 from the Drummond Lighterage Co. Sea-Land Service at Terminal 5 will expand its operations into the Pier 6 property, while the Puget Sound Tug & Barge Co., now occupying Pier 6, will move to Duwamish Terminal 3 and Terminal 18.

In other Commission action, the Port acquired 11,507 square feet of land at the foot of the Emerson Street overpass near Fishermen's Terminal. It was bought from Seattle City Light at a cost of \$12,000 and will be a part of a new entrance to Fishermen's Terminal. (Port of Seattle Reporter, April)

## Beating Trade Drums

Toledo, Ohio:—Port Authority executive director Louis C. Purdey says groundwork laid during the port agency's initial trade mission to Japan in 1966 is opening doors today.

Mr. Purdey has just returned from the State of Ohio's Tokyo Trade Fair, February 26 through March 7, where he met with leading Japanese businessmen.

During his visit, the executive director and the port agency's public relations representative in Japan, John Hasegawa, also made calls on several major shipping interests. Meetings with such companies as K Line and Mitsui O.S.K. were very favorable, Mr. Purdey said. K Line is publishing regularly scheduled service to and from Toledo for 1968.

Mr. Purdey predicted the trade fair will result in a multi-million dollar business in Japanese-Ohio commerce over the next few years

as a result of the contacts being made.

It was his third visit to Japan in two years. During the first trip in 1966, he and Robert J. Mey, the port agency's manager of public relations, made initial face-to-face contact with shipping officials through a series of lecture and film conferences. Last spring Mr. Purdey returned to renew contacts which were developed on the initial trip.

John A. McWilliam, Port Authority manager of development, also journeyed to Japan a year ago with an Ohio-sponsored delegation.

As an indication of the resultant growth of Port of Toledo-Japanese trade, there were 23 Japanese vessel calls in 1967 as compared with 11 in 1966. (Port of Toledo News)

### Container Tests

Melbourne:—An experimental door-to-door container shipment from the Japanese port of Kobe to Melbourne was carried out recently by the Japanese "K" Line, when six I.S.O. 20-ft. containers were shipped on the line's 8,550 tons "Belgium Maru."

Four of the containers, two loaded with kerosene heaters and two with spun yarn, were bound for Melbourne warehouses, while the remaining two, also loaded with kerosene heaters, were railed direct from the ship's side to Adelaide, 450 miles away in South Australia.

After being unpacked, the Adelaide containers were returned to Melbourne within four days after leaving the ship, and loaded with single dump wool along with the other containers for their return to Japan.

The "K" Line—Kawasaki Kisen Kaisha—is the Japanese partner in the proposed roll-on roll-off unit and container cargo service with the Australian National Line which is to begin early next year.

A.N.L. and the "K" Line will each build an 11,000 tons vehicle deck roll-on roll-off ship for the Australia/Japan service operating fortnightly between the two countries. Both ships will be built in Japan by the Kawasaki Dockyard.

A.N.L. and the "K" Line have

been accepted for the Australian Northbound Shipping Conference, and the Australian and New Zealand Shipping Conference, following their agreement to operate the line.

This will be the first time the Australian National Line has had a ship built outside Australia since the Line's inception in 1957.

The ships will run to Sydney, Melbourne and Brisbane and four Japanese ports including Kobe and Yokohama. (Melbourne Harbor Trust Port Gazette)

### Port Statistical Booklet

Sydney:—A twenty-four page booklet containing comprehensive statistics of cargo handling and shipping movements in the Ports of New South Wales has been issued by the Maritime Services Board.

In issuing the booklet, the President of the Maritime Services Board, Mr. W. H. Brotherson, said the publication of such a comprehensive range of statistics had been made possible by utilising the electronic data processing system which had been introduced into the Board's service a few years ago for accounting purposes.

He said that the classifications used are based on the Standard International Trade Classification adopted by the United Nations Organisation, and that the Board intends to publish the booklet annually.

Mr. Brotherson said that a comparable booklet is not produced in any of the other States of Australia but he felt that there is a possibility of other port authorities following the Board's lead and, if this is done, it would be possible to prepare figures covering the whole of the Commonwealth based on the information provided by the various port authorities. (The Maritime Services Board of N.S.W.)

### IAPH Survey Team

Bombay:—A four-member Study Team of port experts from the International Association of Ports and Harbours arrived in India on February 9 at the special invitation of the Minister of Transport and Shipping, Dr. V. K. R. V. Rao, to make a general survey of Indian ports and

suggest ways for modernising each of the ports. The team is led by Mr. Stig Axelsson of Sweden. The other three members of the team are Capt. Robert Schulze and Mr. Robert Pettegrew of New York and Mr. John Black of London. The team will be in India for about four weeks. (Indian Shipping, February)

### Information Center

Kobe:—On the occasion of the one hundredth year since the opening of the Port of Kobe, it entered into sister-port relations with the Port of Seattle of the United States and the Port of Rotterdam of the Netherlands, and as an important part of its exchange programme undertaken in concert with these two sister-ports, it decided to establish an Information Center, which commenced its service on April 1, 1968.

In order to meet the requirements of the revolutionary era of information, the Center aims at collecting materials on the present state, trade and development programmes, not only of the Port of Kobe and its two sister-ports but also of major national as well as foreign ports, and further at actively promoting information activities at home and abroad by placing the materials thus collected at the disposal of the authorities concerned and the interested parties at large.

#### Major fields of activities:

- (1) Collection and loaning-out of materials on major national and foreign ports.
- (2) Photographing of the Port of Kobe and its facilities, and loaning-out of these photographs.
- (3) Publication of newsletters concerning the Port of Kobe and major national and foreign ports.
- (4) Publication of reference materials compiled from the information and materials collected by the Center.

#### Lending Service:

Hours of Service:

On week days (except Saturdays):

from 09:00 to 12:00 hours  
and from 13:00 to 16:00 hours.

On Saturdays:

from 09:00 to 12:00 hours.

The Center is closed on Sundays, National holidays and New Year's season.

#### Lending Service:

Materials and photographs can be loaned out upon application by filling a Check-out Form prescribed by the Information Center.

#### Materials available for loan:

**Books:** The collection of materials are classified into books, serial publications and other materials, and they are further sub-divided according to subjects, such as general, management and operation of port and harbour, development programme, tariffs, laws and regulations, statistics, history of ports and history of firms, etc.

The present collection comprises approximately 1,900 books, periodicals and data, covering the following major ports of the world:

**Ports of Japan:** Muroran, Chiba, Tokyo, Kawasaki, Yokohama, Niigata, Shimizu, Nagoya, Yokkaichi, Osaka, Sakai, Wakayama-shimotsu, Kobe, Himaji, Tokuyama-Kutamatsu, Shimonoseki, Kita-kyushu, and other major local ports and harbours.

**Ports of the United States:** Baltimore, Cleveland, Delaware, Houston, Los Angeles, Long Beach, New Orleans, Oakland, Portland, San Francisco, Seattle, Toledo, Tacoma, Washington, Mobile, Philadelphia, Boston, South Carolina, Halifax, Stockton.

**Ports of Canada:** Montreal, Ottawa, Vancouver, Quebec.

**Ports of South America:** George Town, Santiago, Argentine.

**Ports of Australia:** Darwin, Melbourne, Fremantle, Sydney, Portland, Adelaide, South Australia.

**Ports of Southeast Asia:** Kuching, Hong Kong, Suva, Wellington, Manila, Keel-

ung, Kaohsiung, Bangkok, Singapore.

**Ports of the Near East:** Aden, Colombo, Bombay, Calcutta, Basra, Eilat, Karachi, Chittagong, Istanbul.

**Ports of Northern Europe:** Copenhagen, Aryu, Rotterdam, Amsterdam, Gergen, Oslo, Stockholm, Gozenbourg.

**Ports of Central Europe:** Antwerp, Brussels, Gent, Marseille, Le Havre, Hamburg, Bremen.

**Ports of Southern Europe:** Piraeus, Naples, Genoa, Savona, Lisbon, Barcelona.

**Ports of Great Britain:** London, Liverpool, Southampton, Glasgow, Grimsby, King's Lynn, Hull, South Wales, Fleetwood, Milby.

**Ports of Africa:** Casablanca, Mozambique.

**Photographs:** The Information Center has a large collection of aerial and ground photographs, classified according to subjects, of Kobe Port, its outlying areas and its facilities. The collection boasts color photographs of the Port taken from various angles.

At present, the collection contains approximately 1,000 photographs of the following ports:

**Kobe Port**

—Photographs covering its opening days till the present.

**Sister-ports**

—Those of its sister-ports of Seattle and Rotterdam.

**Foreign ports**

—20 ports in the United States,  
3 ports in Australia,  
4 ports in Southeast Asia, and  
11 ports in Europe.

Address all applications and inquiries to:

The Information Center of the Port of Kobe,  
General Affairs Section,  
Department of Administration,  
Bureau of Port and Harbour,  
City Hall of Kobe,  
7, 6-chome Kano-cho, Ikuta-ku,  
Kobe, Japan.

Telephone: (078) 33-8181,  
ext. 2924.

## Offshore Oil Terminal

**Chittagong:** — Chittagong Port Trust "Off-Shore Oil Terminal" has started functioning from the forenoon of Friday, the 5th January, 1968. Liberian vessel M.T. "East River" happened to be the first Tanker to pump out 18,000 tons of crude oil for the Eastern Refinery through this project costing about rupees two crore. This historic occasion was witnessed by Chairman, Officers of the Port, Press and Radio representatives and a number of other distinguished guests.

Commodore Mohanmmad Asif Alavi, S.K., P.N., Chairman, Chittagong Port Trust was interviewed by Radio Pakistan, Chittagong. The following are the main points covered in the interview:

(Courtesy Radio Pakistan, Chittagong)

**Interviewer:** Well Mr. Chairman, could you please tell me what is the significance of this Off-Shore Oil Terminal? I mean how would you derive benefit from such a Terminal located at Sea from the ordinary berth in Port?

**Chairman:** This Oil Terminal is designed to feed Crude Oil to the Eastern Refinery direct. This will receive Tankers upto 45,000 tons Dead weight which normally cannot enter the Port. If this Terminal was not there, then we should have lighters to take this cargo inside the Port and the operation may take as long as seven days, whereas with this, Terminal the big Tanker can discharge its cargo within 25 to 30 hours. This means a very quick turn round of Tankers and also an increase in handling capacity of the Port.

**Interviewer:** How much bulk oil do you propose to handle a year?

**Chairman:** This depends on how much the Eastern Oil Refinery can take. For the present it is designed to take a million tons but as the capacity of the Refinery increases, we can handle as much as required.

**Interviewer:** Well, what are the other benefits of this project?

**Chairman:** Less number of Tankers required to bring the same quantity of Oil. This will save the country a lot of Foreign Exchange. In due course, most of the requirement of Petroleum products will be produced by the Refinery. As a result it will not be necessary to bring these products from abroad. This will also save foreign exchange.

**Interviewer:** Can this project be considered as a land mark or mile-stone in the development of Chittagong Port?

**Chairman:** Most certainly! There are only three other countries in Asia which have this modern method of handling Petroleum products direct from the sea.

**Interviewer:** Thank you, Mr. Chairman. (Port Bulletin, Chittagong Port Trust)

### K.P.T. Annual Dinner

Karachi: — Vice-Admiral A. R. Khan, Minister for Defence was the Chief Guest at the Annual Dinner of the Trustees and Officers of the Karachi Port Trust. This Dinner was held on 13-1-1968 and was attended by the Chairman and Trustees of the port, the Director General of Ports and Shipping, the Deputy Commissioner of Karachi, and Officers of Port Trust and their wives. The dinner was followed by a Musical Programme presented by leading artists of the city. At this dinner the Chairman, K.P.T. presented the Minister with a brass plate engraved with the K.P.T. Crest as a souvenir of the occasion.

Replying to the Chairman's address of welcome the Minister for Defence said that Pakistan had achieved a remarkable rate of economic development in recent years under the dynamic leadership of President Ayub Khan. He said that Karachi Port had very important role to play in the development of the country whose foreign trade was almost exclusively Sea-born. The Defence Minister complimented the

port authorities for their achievement in meeting the increasing pressure on the port. He said he was well aware of the various aspects of the port problems as he had himself been a Trustee of the port ten years ago and personally knew many Officers of Karachi Port Trust. He foresaw great challenge in future and felt that the Master Plan for the port should be finalized as early as possible and detailed scheme for expansion of port facilities in the western back-water i.e. West Wharf should be submitted by the port authorities so that the plans may be put up to the concerned Ministries for final Government approval.

The following is the text of the speech of welcome made by the Chairman, K.P.T. before he made the presentation:—

Mr. Minister, Ladies and Gentlemen,

It is my privilege and pleasure to welcome Vice-Admiral A. R. Khan today as the Chief Guest at our Annual Dinner. Sir we know how heavy are the demands of your august office and how hard pressed you are for time from your multifarious duties of state. Your gracious acceptance, therefore, of our invitation to grace this significant annual social function in K.P.T. is an evidence of the very keen interest which you take in each and every aspect of the port. We feel honoured and are extremely grateful to you, Sir, for gracing this occasion with your presence.

Sir, when you honoured us with your presence at our last annual dinner the port Administration was under fire for congestion in shipping mostly by the people who were probably not aware of all the factors pertinent to the problem. This problem was not a new one but it was implied that it was the result of mismanagement on our part. Since at that time the subjects of ports and shipping had recently come under your jurisdiction we felt particularly uneasy about this unjustified criticism. However you were a source of great strength to us during this crisis. As soon as the congestion developed you made a

number of personal visits to the port, studied our problems on the spot and then brought our difficulties to the notice of the higher authorities. As a result of your personal interest, foreign exchange amounting to Rs. 25 lakhs was made available to us for purchase of cargo handling equipment for expediting our cargo operations. The criticism stopped, the clouds were cleared and under the bright light of your understanding and guidance we marched on to greater achievements in every aspect of port working.

Sir, during the year ending June 1966, the port had handled about 7 million tons of cargo. In the following year ending June, 1967, the port handled over 9 million tons of cargo which is not only an increase of 2 million tons in a year but an increase of over 30 per cent on the previous year amounting to almost double the estimated capacity of the port which had already been reached in 1963-64. The cargo handled included over 1.5 million tons of foodgrains and about 3 million tons of fuel oil—the commodities which were urgently required by the country and the flow of which was kept unhampered by the port in view of the urgent requirement. This achievement is all the more significant for it was attained not through the physical extension of port facilities but only through emergency arrangements for efficient utilization of the existing facilities. The progress was made not only in cargo handling but almost in all other aspects of the port working. The passenger traffic increased by 12 per cent over the previous year's figure, the income rose by 5 per cent, dredging increased by 20 per cent and the mechanization of cargo handling equipment progressed by about 20 per cent through replacement and acquisition of new equipments.

Sir, while improving the operational efficiency of the port we also took up a number of welfare measures for the staff working at the port. These measures include revision of the grades of Class II and IV employees, extension of medical facilities by providing an Operation



Theatre and Specialists consultations, the development of an extensive medical complex, provision of more and better houses for the employees, extension of educational facilities by opening a new school and granting scholarships to the children of employees, promotion of sports and other recreational activities, etc. These measures have not only helped our employees but we believe that they would go a long way to bring up greater loyalty among K.P.T. Staff towards the Government and the country.

Sir, the traffic through the port of Karachi is now very much in excess of the capacity of the Port. Today there should be at least 30 shipping berths while actually only 19 effective berths are available. Even with the completion of the projects now in hand, the number of berths will increase to only 24. So the basic problem will remain.

Sir, with a view to ease the situation, we are considering a number of proposals. These include modernisation of our lighterage facilities, construction of lay-by shipping berths, provision of additional storage areas and mechanisation of cargo handling operations in the docks. These proposals are being processed and on implementation within the next three or four years, will afford some relief to our difficulties. However, the traffic through the Port of Karachi is rising all the time and a long-term solution to this problem is the construction of additional berths in the western backwater of the port. The project on account of its very nature is a long-term one and will take time for its implementation which will depend on the availability of necessary foreign exchange.

I am sure, Sir, that with your assistance and guidance, all the hurdles in the way of implementation of long-term plans will be overcome.

We assure you Sir, that we are fully conscious of the great national responsibility resting upon this port as regards the Trade and Commerce of Pakistan. We are doing our best to contribute our share towards the progress and prosperity

of the country and performing our duties to the Government as best as possible.

In the end, I would like to say Sir, that by the grace of God and with your help we are today more confident and cheerful having successfully tackled our operational problem during the last year. In fact we can declare with confidence that the port has made good progress since the subject of ports and shipping came under your jurisdiction.

Thank you very much.  
(K.P.T. News Bulletin)

### **Around-the-Clock Port**

Singapore: — The Port of Singapore Authority will introduce a Limited Third Shift for cargo working to cope with an increasing volume of shipping through the Port. The new shift, to be introduced on 3 June, 1968, is aimed at easing congestion in the Port, and would mean that cargo will henceforth be worked round the clock. The Third Shift will be worked from 11 p.m. to 5 a.m. non-stop to supplement the existing two shift system, which operates from 7 a.m. to 3 p.m. and 3 p.m. to 11 p.m.

Besides, easing congestion and speeding up the turnaround of vessels, the new shift will enable vessels to complete their cargo operations, which hitherto had to cease at 11 p.m. Vessels would then be able to leave the wharves overnight in order not to delay the berthing of the arriving vessels in the morning. This should result in improving the turnaround of shipping at the wharves, and the reduction of the incidence of stand-by stevedores.

Initially, a limited number of vessels will be worked during this new shift, and arrangements have been completed to provide all the necessary facilities such as staff and equipment.

Vessels permitted to work the Third Shift will be on a priority basis depending on circumstances, e.g. urgent requirement of alongside facilities to meet shipping demands, and despatch of vessels, which requires immediate consideration.

Labour requisition for this Third Shift must, however, be placed by

the ships' agents at the respective Section Offices in the morning not later than 11 a.m. on the same day. Ships and their agents when making this order for labour will be required to provide reasons for the vessels' desire to work the Third Shift, and give details of operational requirements.

During the initial six months trial period, the co-operation of all Port users will be appreciated, and it is hoped that an efficient working pattern would emerge at the end of the period. The position will be constantly reviewed, and improvements made as and when necessary.

To further streamline the entire operations along the wharves, the Authority will also introduce as from Wednesday, 29 May, 1968, an improved separate shift gang ordering system. It has been found that the present practice whereby agents for ships are required to place their orders for the First and Second Shifts of the next day by 1 p.m. could be improved, as gang orders, particularly for the Second Shift, have to be placed for more than 24 hours in advance.

With the revised system, labour requisitions for the Second Shift may be placed not later than 9 a.m. on the same day when the shift is to be worked. This means that Second Shift requirements can be booked within six hours of the need, giving all concerned a better opportunity to assess accurately their requirements. Ordering of gangs for the First Shift will be as at present, i.e. before 1 p.m. the previous day, while labour requisitions for the new Limited Third Shift when this comes into force should be placed not later than 11 a.m. on the same day it is required.

### **24-hour Berthing and Unberthing Service**

In preparation for the introduction of the Limited Third Shift on 3 June, 1968, a new 24-hour berthing and unberthing service will also be implemented on 31 May, 1968. This new service will enable vessels to be taken out at night after completion of cargo handling so that berths will be made available for other vessels at daybreak. Where operationally possible, vessels will

also be brought in at night. The success of this operation will, however, require the full co-operation of agents and masters of vessels concerned. They will be kept informed of the procedures so that optimum results can be achieved from this service. Pilotage and tug services of the PSA are already operating on a 24-hour basis.

In implementing the new Limited Third Shift, new labour requisition arrangements and the 24-hour berthing and unberthing service, the PSA would also require the co-operation of consignees to speed up the clearance of goods from the transit sheds. When and where necessary, godowns will be kept open for the collection of cargo up to 11 p.m. daily. It is expected that with these new arrangements a quicker turn-round of ships, and a more rapid flow of cargo will result, thus achieving greater productivity to the benefit of all its users. (The Port of Singapore Authority)

### Roll-on/Roll-off

Antwerp:—In the past years three services have been set up in the specialized field of traffic effected by roll-on/roll-off ships. The Transport Ferry Service (agent: Agence Maritime Anversoise), which has two ramps in the Sixth Harbour dock, operates the services Antwerp-Tilbury and Antwerp-Felixtowe. Cobelfret-Wallenius (agents: Cobelfret) which has its terminal in the Graindock, operates services to Harwich and Scandinavia. Belgo-Danish Port Terminal Ltd. has its installations at Timberdock for a regular service Antwerp-Copenhagen.

These roll-on/roll-off services are in full expansion. In 1966, 628 roll-on/roll-off vessels called at Antwerp, in 1967 this number rose to 753.

Total cargo handled in 1967 amounted to almost 690,000 tons (410,000 tons unloaded in Antwerp and 280,000 tons loaded).

Two other roll-on/roll-off terminals are under construction at Churchilldock. Before the end of this year the port of Antwerp thus will have 5 specialized terminals with a total of 12 roll-on/roll-off berths. (Antwerp Port News)

### Private Investments

Antwerp:—In a conference for the Federation of the Belgian Chambers of Commerce abroad, M. Delwaide, Alderman of the port, stressed the importance of the investments made by the private sector in the port of Antwerp. During the period 1960~1967 these investments amounted to:

U.S.	: 17.352 millions Bfr.
Germany	: 10.250 millions "
Belgium	: 4.500 millions "
U.K.	: 3.400 millions "
France	: 280 millions "

In this conference M. Delwaide also examined the main problems which the port is facing, such as the extension on the left bank, where 4000 hectares (10,000 acres) of industrial land must be made available. He repeated that only those industries, requiring location near deep water can obtain a concession in the port area. For these companies there is no choice between location in Antwerp and somewhere else in the country, but only between Antwerp and foreign ports. In this connection the Alderman cited the examples of Dow Chemical setting up a plant in Terneuzen, and of Hoechst at Vlissingen-East in the Sloe area. In connection with the supply of the Antwerp refineries, M. Delwaide said that the city authorities are of the opinion that the use of a transshipment port is the best possible solution. (Antwerp Port News)

### Van Carriers

Liverpool:—The first of six Clark Series 512 van carriers for handling and stacking containers, ordered by the Mersey Docks and Harbour Board for use at the new Gladstone Dock Container Terminal in the Port of Liverpool, was delivered today (Tuesday, 16th April), by Stacatruc Ltd. These container carriers are ultimately destined for use at the three new container berths now under construction in the £33 million Seaforth docks extension. Accepting delivery of the van carrier at the Gladstone Terminal, from the Managing Director of Stacatruc Ltd., (Mr. B. A. Christie), the Board's Director General, Sir

Clifford Dove, C.B.E., E.R.D., said, "The Port of Liverpool is now gathering momentum as a container port. We are all going to go flat out for business to make sure that we can prove to everyone that this port will be one of the most efficient in the world in this modern field of cargo handling. We are now receiving cargo for the United States Lines vessel "American Forwarder," which will use the new Gladstone Terminal towards the end of April. The first of the Stothert and Pitt container handling cranes is now in process of delivery and this will be working in the summer."

The Clark van carrier will straddle, lift, carry and stock 30 ft. and 40 ft. containers two high and 20 ft. containers three high. They need only 4 ft. clearance between the container rows and six inches at the ends. The hydraulically powered hoist mechanism also incorporates side-lifting and slewing actions for fast and accurate positioning.

The total value of the Mersey Docks and Harbour Board order for these six carriers is more than £220,000. (Mersey Docks and Harbour Board)

### Office in New York

Liverpool:—Mr. Archibald L. Harben, formerly Deputy General Manager of Cunard Line, is to represent the Mersey Docks and Harbour Board in the United States, with offices at 25 Broadway, New York.

Announcing this appointment, the Board state that this is in line with efforts being made to develop the substantial trade growth anticipated for the Port of Liverpool when the Seaforth Development and other port modernisation is completed in 1971. In particular it is becoming increasingly necessary for contact to be maintained with Shipping Companies, Container Service Operators and Port Authorities in the United States, to stress the advantages the Port of Liverpool can offer the projected transatlantic container services. (Mersey Docks and Harbour Board)

## Shows by Liverpool

Liverpool:—A 30 ft. high replica of the Port of Liverpool Radar Navigational Tower will attract visitors to the position of the Mersey Docks and Harbour Board Stand No. 61 at the first International Container Services and Equipment Exhibition to be held at Olympia, London, from the 27th to 31st May, 1968. For the first time, the main feature of the exhibit will be a large detailed model of the new £33 million dock extension project at Seaforth, on which rapid progress is now being made. The new dock will have at least three container berths and support areas specially designed for container traffic in the deep sea trades and seven other berths for both general and specialised cargoes, such as packaged timber and bulk grain. The model will also include the existing Gladstone Container Terminal, which is now in service pending the completion of the Seaforth Project in the early 1970's.

The Organisers anticipate that this exhibition will attract many thousands of visitors from all over the world and the Board believe that the new facilities at Liverpool, which will be completed in time for the anticipated major growth in container services at the end of the present decade, will attract considerable interest. They will be the nearest major installations of their kind to the main concentration of British industry.

The Seaforth model will also be featured at the second International Container Services and Equipment Exposition to be held in Baltimore from the 28th October to the 1st November.

The Port of Liverpool will be participating in the Fifth International Harbour Congress and supporting exhibition in Antwerp from the 2nd to 8th June. This Congress will be attended by the Director General, Sir Clifford Dove, C.B.E., E.R.D. and the General Manager, Mr. R. S. F. Edwards, C.V.O., C.B.E. At this Congress the Chief Accountant, Mr. Frank Mundy, will be presenting a Paper on "The Development of Computers as an Aid

to Port Management." (Mersey Docks and Harbour Board)

## Container Port

London:—A film about discharging and loading ships may not sound front page news to an island people. But the world premiere of the PLA's new film, "Container Port" at Millbank Tower has, we hope, made at least some members of the island race aware of the colossal implications for Britain of the fact that Britain *has* got a container port. Though the new dock development at Tilbury was conceived before the days of the Rochdale report or the "container revolution", it very quickly became apparent that not only was the decision to build a major new dock wise, but also that its completion in time to provide Britain with an ocean container ship terminal was a matter of national urgency.

The costs of transporting our exports and imports to and from the markets of the world are directly reflected in the living standards of Mr. and Mrs. Everyman. The film "Container Port" was commissioned from British Transport Films not only to do a sales job for the Port of London, but also to tell Britain and the world what was implied in the "container revolution" as it has been styled.

*The film is being distributed in 16 mm prints by British Transport Film Library, Melbury House, Melbury Terrace, London, N.W.1. There is a handling charge of 10s. The Central Office of Information are handling overseas distribution. Anyone wishing to show a 35 mm print should contact the Public Relations Officer of the Port of London Authority.*

At the premiere, Mr. Stephen Swinger, M.P., Minister of State, M.O.T., spoke of the importance of the Tilbury dock development to Britain's economic welfare and stated that the road development which will connect Tilbury with the rest of the country will not be stopped as a result of the present Government economy drive. The Government was aware, he said, of the crucial importance to Tilbury of

fast trunk roads avoiding the congestion of the London area. The schemes for these roads are being given top priority. (The PLA Monthly, March)

## Record Loadings

Rouen:—The Port of Rouen, the premier port of France in export of cereals, has just broken two records of loading at the silos of the Elie Peninsula:

—record of cargo weight with 13,289 tons loaded aboard "Aleppo";

—record loading speed with a real practical rate of handling of 450 t/h.

"Aleppo", 11,944 g.r.t. and 162 m long, belongs to the Armement Fraternitas of Gothenburg. She arrived at Rouen on Thursday April 11 at 20 hours 00 and departed Saturday morning at 5 hours 35.

Most of the means of handling were brought into play: 5 gantry cranes out of 6, 2 floating cranes and one of the two deviations of the Rouen-Quevilly dock for assuring direct and simultaneous transfer from lighters to the ship.

The 13,289 tons have been furnished comprising 11,000 tons from silos and 2,289 tons by transshipment from lighters to the ship.

The ship which departed with a draft of 25' 7" (7.80 m) took in 3,710 tons more at L'Havre: thanks to the rapidity of the complementary operation the ship could depart at 23 hours 00 of the same day, April 13 for China.

The effort undertaken by the Port of Rouen Authority in the handling speed and accesses should reinforce the Port's position as a grain port. (Port of Rouen Authority)

## Cargo Handling in 1967

Bremen:—From figures available to date cargo turnover in the Bremen ports in 1967 increased, over that of the previous year, by 58,000 tons to some 17.4 million tons. Above all, the general cargo contributed to this result which, with the total quantity being handled of 9.5 million tons, reached a new high. Whilst incoming general cargo fell off by 240,000 tons to 4.7 millions, the increase in general cargo dispatch — on the other hand — went

up by 632,700 tons to 4.8 millions. Bulk cargo handling showed a slight tendency to decline in both directions, although this was more than compensated for in the general cargo trade. The container service in the Bremen and Bremerhaven ports continued to develop well, as was expected. In the year under review some 52,000 containers were handled, 36,000 of which were van containers. This constituted 4% of the total general cargo as against 1% in 1966.

The passenger trade over Bremerhaven recorded 123,772 passengers moving in both directions. In the previous year the figure was 119,193. The positive development is to be attributed, among other reasons, to the ferry traffic with England and Sweden, which accounted for 72,880 passengers. (Bremen Air Mail)

### Port of Lomé, Togo

Bremen:—In the independent Republic of Togo the times have gone for ever when freighters had to anchor in the open roadsteads, their cargo being taken ashore by lighters through the dangerous breakers. Lomé, the capital, now has a deep water port in the calm basin of which even big tonnage vessels can tie up, protected from surging waves and currents.

At the same time the new port is a perfect example of international cooperation. Financed with German development aid, the construction work and installations were carried out mainly by trained Togolese labour, supervised by only a limited number of engineers, administrative experts and skilled workers from the Federal Republic.

When the building of a protected port became essential due to Togo's growing trade, the government instructed the Bremen consulting engineers Dr. Lackner and Dr. Kranz-Barth to carry out the necessary preliminary studies and later to plan and supervise construction of the new port. In 1964 the "Working Group Lomé Port", a consortium of major West German firms, received the actual construction order.

The engineers had to overcome considerable difficulties when building the port due to unfavourable local conditions. There are no bays or river mouths suitable for ports along Togo's coastal strip. Protective measures had to be found against the Atlantic swell and against the strong eastward-running current along the coast which continuously stir up the sand and cause smaller ports to silt up in no time. In accordance with the Bremen consulting firm's plans a 1,720 metre long arc-shaped mole was built, stretching far out into the deeper water, which dammed up or diverted the drifting sands. This means that major dredging operations will not be necessary for many years. A 300 metre long counter-mole shuts off the harbour basin on the other side. In the basin's western section a 360 metre long and over 70 metre wide quay base was constructed, providing berths for four freighters, several fishing cutters and a tug. Further freighters can be accommodated in the eastern basin at anchors and buoys, where for instance tankers can be discharged with pipelines. Storage facilities consist of two large sheds as well as extensive open areas. Cranes, diesel tugs, barges, fork lifts, rail and road connections, public utilities and other amenities complete the port installations, which can also deal with bulk goods, heavy goods and containers.

Togo also made use of German experience when planning the administration. Director Friedrich Moeller from Bremerhaven is head of the "Direction Provisoire de Port Lomé." (Bremen Air Mail)

### Carpet Storage

Hamburg:—The "Hellas" Warehouse has been taken over after the completion of the second section by the Hamburg firm, Orient-Kontor, bringing up the storage space in the Free Port warehouses and transit sheds by some 7,150 to around 600,000 square metres. The new warehouse is primarily for the storage of oriental carpets, but with its modern heating installation also for delicate electrical apparatus and such like.

70 per cent of the carpets imported by the Federal Republic from the East in 1966 (total value DM 246 million) were routed via Hamburg, a large part of them to the order of Hamburg importers. (Ship Via Hamburg)

### Uebersee-Zentrum

Hamburg:—416,000 tons of consolidated export cargo were dispatched at Hamburg's new Uebersee-Zentrum during the ten months it has been operating in 1967, i.e. over four per cent more than the previous year's total of this type of cargo. Almost 38,000 trucks and trailers and 29,500 rail wagons arrived at the facility, the largest proportion in terms of tonnage (around a quarter of a million) being supplied by the railway.

Quite a substantial part of the consolidated cargo for export was carried by water, 15,000 tons, for instance, arriving from Czechoslovakia in 164 inland vessels. At the container packing station with a paved-in area of 4,500 square metres, container shipments were assembled in increasing amounts, particularly for the North American trade. (Ship Via Hamburg)



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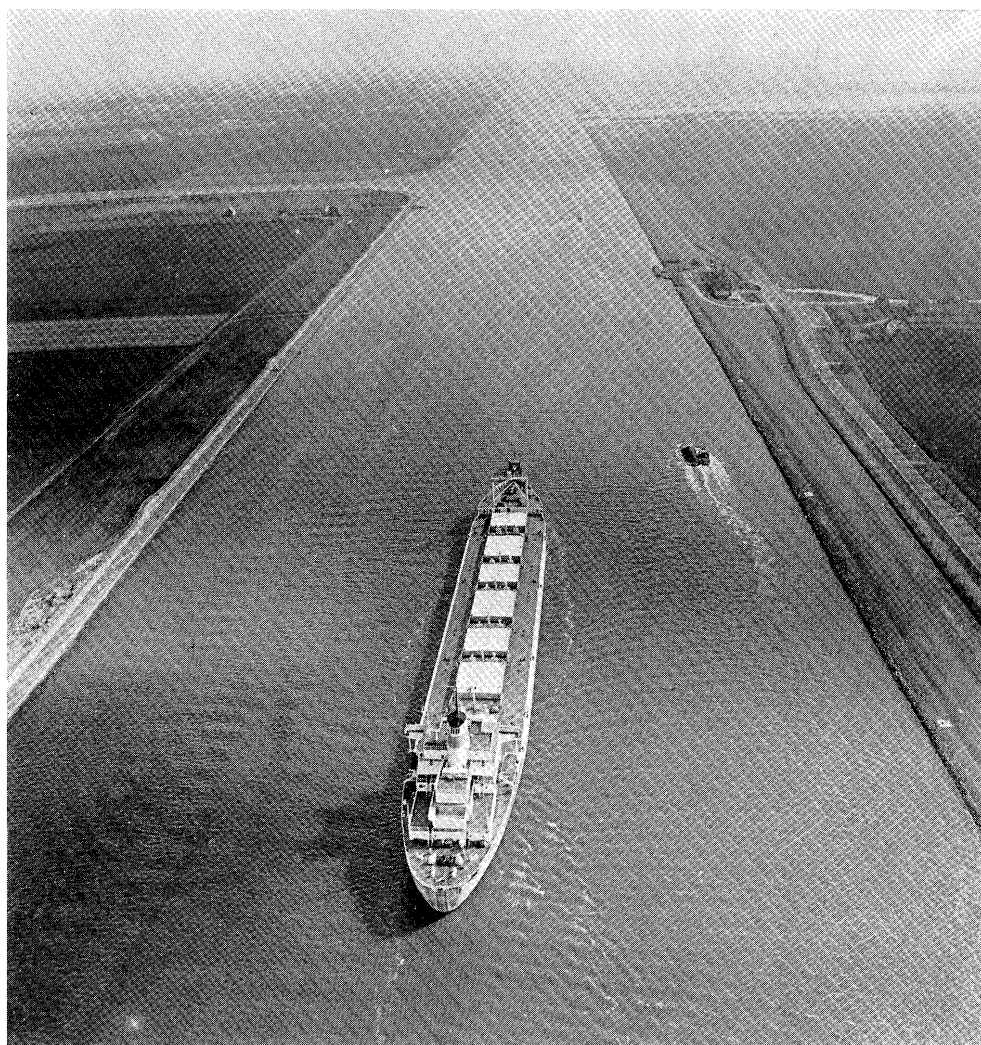
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