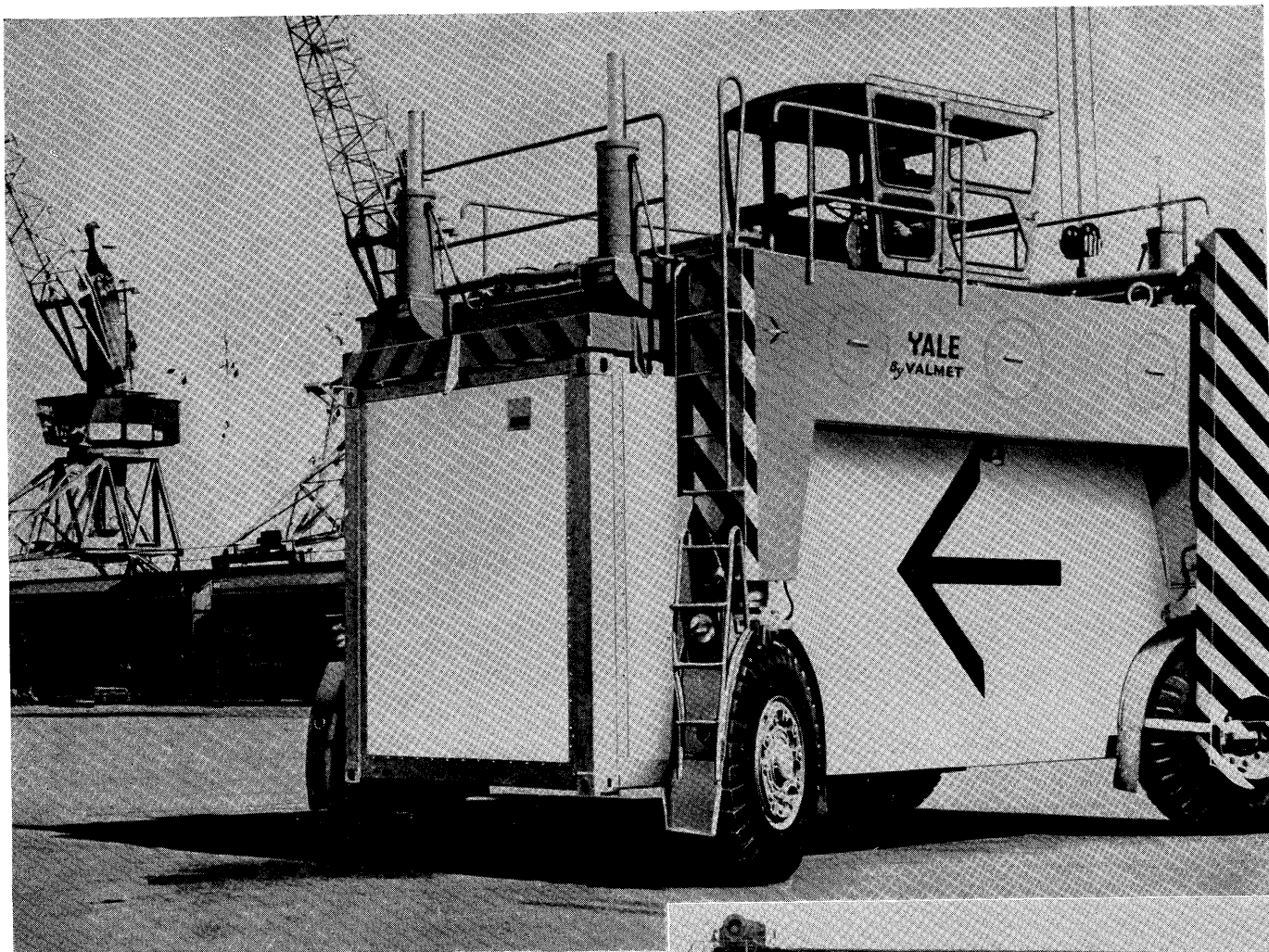


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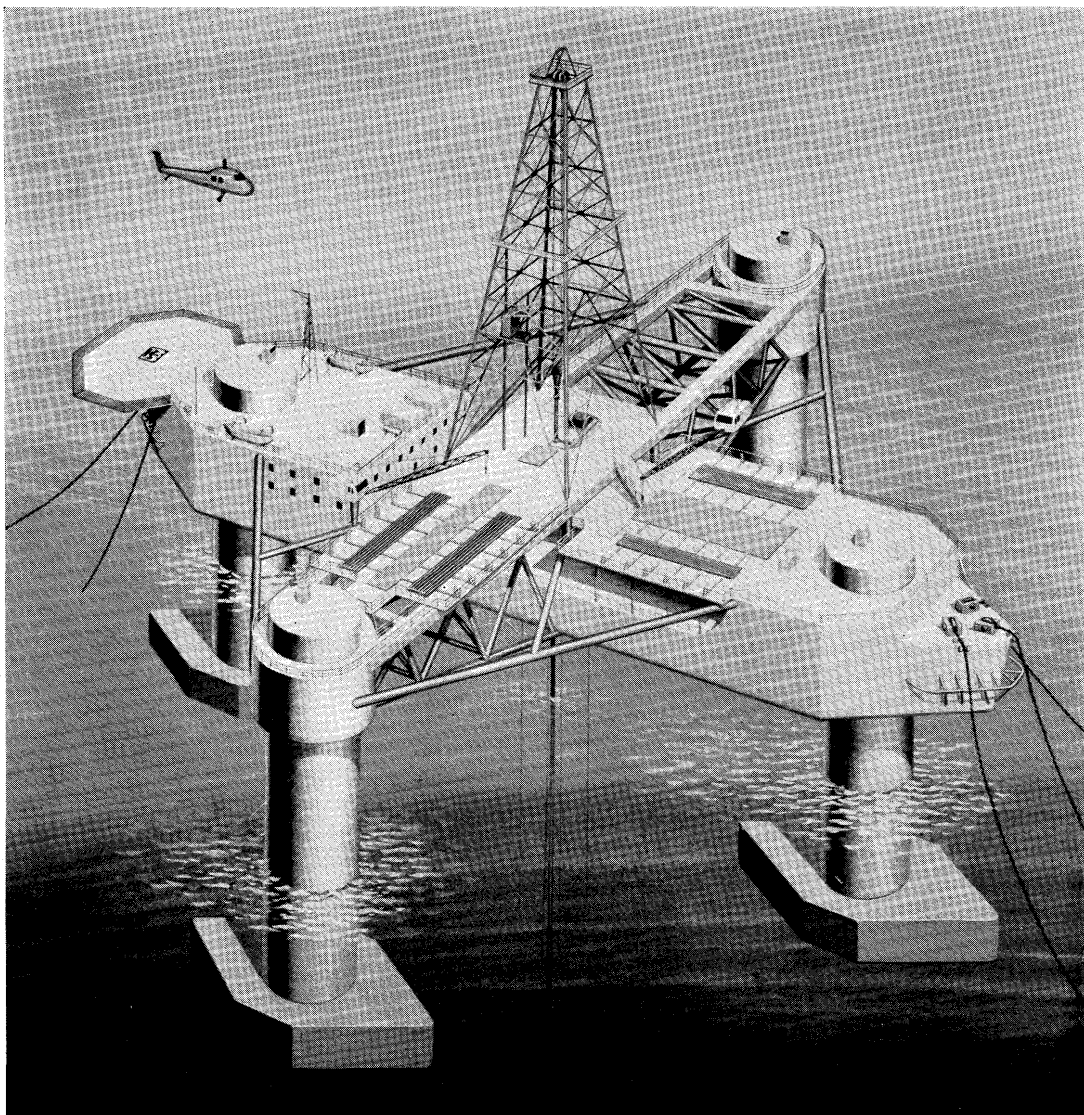
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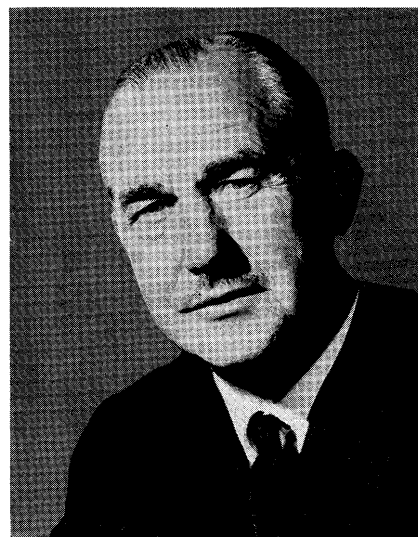
Port Operations In Britain's Nationalised Ports

By Mr. S.A. Finnis, O.B.E., E.R.D., M. Inst. T.

Chairman

British Transport Docks Board

A paper delivered at
Thurrock Technical College, Grays, Essex
on February 11, 1969



Mr. S. A. Finnis

My paper tonight is under the title 'Port Operations in Britain's Nationalised Ports' and refers largely to the British Transport Docks Board which owns, on behalf of the nation, some nineteen ports. These do not include London and Liverpool, which are the country's two largest ports, but they do include such major ports as Southampton, Hull, Grimsby and Immingham and the five South Wales Ports of Newport, Cardiff, Barry, Port Talbot and Swansea. In terms of tonnage nearly 30% of the dry cargo handled at Britain's seaports passes through Board ports and overall we deal with something like 50 m. tons per annum for a revenue of nearly £30 m. Our group has its origins in the railway owned ports which were nationalised in 1948 along with railways and up to 1962 were included under the umbrella of the British Transport Commission. At the end of that year the Commission was broken up and for the last six years the British Transport Docks Board has been an autonomous body entirely separate from the railways and responsible direct to the Minister of Transport.

The Board is one of the very few bodies in the world which manage a group of ports. Most ports are operated as separate entities but in Canada there is a National Har-

bours Board controlling eleven ports, while the ports of Israel are also in one national group. In Australia there is a group of ports in New South Wales, but generally the ports come under the State Governments. So you can regard the British Transport Docks Board as a somewhat rare type of organisation and it has been my job over the past six years to try to make it work.

An Operational Body

In the first place, I think I should make the point that we are an operational body and I say this to contrast it with the National Ports Council which is non-operational and whose functions are mainly advisory. But—and I want to make this a big but—the British Transport Docks Board does not operate ports from its Headquarters in London. We believe that the operation of ports is the sort of job that can best be undertaken locally by a professionally trained Manager supported by engineering, accountancy and other services in his own area. My Board delegate very considerable powers to our Managers and these enable them to get on with the job in the light of the changing circumstances as they occur in the port. In our view a Manager, provided with the proper degree of authority, is able to operate more effectively and efficiently than a committee and

that is the system we adopt. The Managers have authority, they are expected to use it to run a happy and efficient port and we judge them on the overall results. In doing this we take into account the financial results coupled with the degree of success which the Manager achieves in liaising and working with his staff and the users of the port and it is a cardinal principle of our Management system that we in Headquarters do not interfere with the day-to-day working.

Although I am Chairman of the nationalised part of the docks industry, I have always argued that ownership is irrelevant to managerial efficiency and have striven for efficiency irrespective of ownership. Docks are a service industry and we exist to serve our customers who are basically shippers and shipowners. Unless we can serve them effectively there will be complaints and trade will go elsewhere. If one is to achieve efficiency, a proper management structure is essential and so we, as the Board, deal largely with policy and put the executive work in charge of a Managing Director. It is, I think, important to emphasise that the Board control and direct and do not manage. Thus the Man-

aging Director and the Managers are free to go about the Board's business in the most effective and efficient ways and can adapt their methods to the circumstances arising at the time.

You may well ask why there should be a Board at all if we delegate so much authority to the Managers. The answer to that is that the Board is there to settle policy, to support the Managing Director and the Managers in their activities and to exercise control through annual revenue and capital budgets and to make arrangements for finance. As examples, I might mention that a Manager at a port is responsible for his own contacts with customers and for securing business to his port. But we also have a central Commercial Department which undertakes market research and liaison work. There are commercial offices in London, Birmingham and Leeds and these can and do initiate and follow up contacts and do all they can to assist the individual Managers. Nevertheless, the prime responsibility rests with the Manager.

Similarly, with accounting. We have five port accounting centres, i.e. Humber, South Wales, Southampton, North West ports and East Anglia. Our Headquarters will give the ports all the assistance it can and within the next few weeks we expect to start operating our new computer at a specially built centre just outside London. This will be connected with the ports by direct line and accounting data will be processed through the computer in a fraction of the time it now takes. Accounting can do many things and here I will mention two only. It can be a record and yardstick by which performance can be judged and it can provide up-to-date information of value to Management. We in Headquarters have our tonnage and revenue and expenditure figures in just over a fortnight after the close of each four-weekly period, while the Managers get them a few days before that. At that speed the information is valuable and can be used as a basis for judgment and we try to use it so.

An old saying is that 'Unity is strength' and I think this is particularly important on the financial side

of our organisation. We started in 1963 with only a few pounds in each of our dock tills and no cash reserves. In the six years to the end of 1968 we have provided £25 m. from our own resources towards a total expenditure of £55 m. on capital development. Individual ports have had their ups and downs but the group as a whole has always been profitable with a net surplus of between £1 m. and £1½ m. each year after providing for depreciation on a realistic basis and paying interest on our capital debt which is now almost £100 m. These are very considerable figures and I am proud both of them and of the men and women working in the nationalised docks who have made them possible. For 1968 we shall have an operating surplus before depreciation of nearly £8 m. but, because of the various capital works we are undertaking, interest and depreciation charges will be higher so that the net surplus will not be quite as big as last year. Nevertheless, it will be comfortably over £1 m. and we shall not be far off our average over the previous five years.

Controlling Costs

I suppose the next question is how do we achieve these results and how do we control the Managers? On the first of these, let me say that we at Headquarters and the Managers are all extremely cost conscious. We have a comprehensive cost accounting scheme and shortly after the end of each quarter the ports get detailed cost and revenue figures for a wide range of different activities. Typical headings are ships' handling, wharfage, dry docks, cramage, discharging and loading, and so on. This information is available also on a comparative basis for previous years and if a particular service does not pay, the Manager is expected to take steps either to increase revenue or decrease costs. In these days of Governmental control of prices we have to get authority before making increases in charges and our costing system has been a great help to us in our dealings with the Ministry. I might mention cramage as a service which loses money. In fact, we lost money on it in 14 out of our 19 ports in 1967. Obviously we are having a drive to try to

rectify the position by (1) reducing the number of cranes, (2) reducing our own operating and maintenance costs, and (3) putting up charges where appropriate. Some of our users argue that cramage should be used like the 'loss leader' in retail trade but this is neither a proper nor a fair comparison. Loss leaders in retail trade are changed frequently and are the choice of the seller and not of the buyer. And similarly, any loss on the so-called 'loss leader' must be made up elsewhere to give an overall profit. I cannot think that our losses on cramage have ever attracted one single ton of traffic to our ports because cranes are a part of the system of operation and not a service separate from other activities.

Providing Revenue

If, then, we are cost conscious, we are also revenue conscious—the one follows the other. And we are also conscious of the need actively to search for new traffics and to provide a first-class service for both existing and new traffics. Although shipowners and, more particularly, shippers make much of port charges, in fact, the dues on ships and goods charged by a port authority are relatively small in comparison with the total transport cost which includes freight, labourage and inland carriage, to say nothing of items like insurance and interest on capital. Labourage costs are a significantly larger proportion of the total, but I would make the point that poor service at any price will not win or hold traffic. Good service at a fair price is what is needed and my idea of a fair price is one that will remunerate the capital invested, enable an acceptable wage structure to apply and still leave a reasonable margin of profit. This is nothing new, but some ports, both in the United Kingdom and overseas, have, in the last few years, been unable to operate profitably and the margins everywhere are far too low. In any business transaction risk must always be borne in mind and industry as a whole is always at risk from competition from other firms at home and abroad as well as from obsolescence and changes in taste or fashion. There is not quite the same element of risk in docks but, never-

theless, we are all in competition one with another and must have profits to pursue development.

As I mentioned earlier, we in the British Transport Docks Board have been able to provide internally nearly half of the money required for our development schemes over the past six years, but despite a substantial surplus every year we have not greatly improved our return on the capital employed. We are now in our seventh year and, overall, in the first ten years of our existence we expect to have to borrow only about one-third of a total capital commitment of nearly £110 m. If we can improve the percentage return on the capital employed, even that proportion can be reduced.

Budgeting

Next, I would refer to our methods of control. Obviously we are in close contact with our Managers and require them to submit annual revenue and capital budgets. In the case of the revenue budgets, we concentrate largely on the following year and take a look at the levels of traffic and revenue and at the overall results. In a poor year it may be necessary to ask a Manager to defer desirable but not essential improvement schemes or reduce his costs in some other way whereas, in a good year, there can be more done by way of expenditure.

On the capital side our budgets cover the five years ahead and have necessarily to be related to the Government's control over investment. There have, in the past, had to be cuts in our programme in the national interest but, in general, we find the Ministry of Transport understanding of the needs of the ports and I do not wish to say or infer that our programme has been held up or adversely affected by Government control.

When each year's budget is approved, schemes of up to specified amounts may be authorised by the Managers, while the larger items come again to Headquarters for a rigorous assessment of the viability of the proposal before final approval. The system works well and I would not claim that it differs greatly from that commonly in use in industry. Nationalisation has certain special connotations because of the Board's

responsibility to the Minister and the Minister's accountability to Parliament. But this does not necessarily mean that there has to be a monolithic organisation with decisions taken only at the centre. To the contrary, we believe that most men have initiative and interest and I regard it as my job to do my best to free this initiative and to create a climate in which it can be sustained down the line to the lowest levels of our organisation.

We have, then, a Board which controls and governs but does not manage, we have a central executive office in London which manages but does not operate, and we have the Managers who, with their staffs, are responsible for the operation of their ports. This is, of course, an oversimplification, but I do this deliberately because it seems to me that this type of organisation with the boundaries of responsibility and accountability clearly laid down must have had a material bearing on any success we have had. Certainly we have the enthusiasm that comes from allowing able men to tackle problems in their own way and I would now like to mention some other aspects of our organisation which are designed to develop this and at the same time to keep us closely in touch with the users of the ports and with our staff.

Local Advice

Firstly, I would mention the three Local Advisory Boards in South Wales, the Humber and Southampton. These are comprised of men nominated by local or national organisations and include shippers, shipowners, members of civic authorities, trade unions officers and others under the chairmanship of a Member of our Main Board. As their title implies these Boards are advisory and they are advisory to our Main Board and not to local management. Secretarial and other services are provided from our London Headquarters and the proceedings and recommendations of these Local Boards are considered by the Main Board at their next following meeting. Consultative machinery for users of nationalised services is often denigrated and I do not know enough about it in other organisations to comment. For the nation-

alised docks I can claim, however, that we do try to make these Advisory Boards work and regard them as a valuable part of our organisation. They do not interfere in any way with local management but do give us on the Main Board in London an opportunity of hearing and considering local points of view from a different angle from that of our Managers.

I would repeat that these Local Boards are advisory to our Main London Board and then move on to refer to the Users' Consultative Committees which are active in each of our ports and are advisory to our Managers. These meet regularly under the Chairmanship of the local Manager and are a means whereby he can ascertain the views of the community he serves either on specific projects he has in mind or trade possibilities or any other matters of interest. We expect our Manager to keep the members of the Committee up to date with the traffic and financial position of the port and there is a community of interest in the development of the port and of the area. Some Managers in the smaller ports with plenty of contacts may regard these Committees as something of a nuisance and admittedly the flow of information is one way to a considerable extent. Nevertheless, I am satisfied that these bodies do provide links between ourselves as statutory undertakers and the local business and civic communities which it would be difficult to achieve by any other means. Administratively they sometimes cause a lot of work and the questions aren't always easy to answer, but a lot of good sense has been displayed and I am sure that both the three Advisory Boards and the Users' Committees at each port have done a great deal of good in reaching understandings on many problems where there was ample scope for wide differences of view.

Staff Consultation

On the staff side we similarly have organisations which provide for regular meetings for discussion on matters of common interest. We have a Central Staff Consultative Council which is chaired by our Managing Director and on which sit leaders from the principal Unions

with members in our ports. The Council normally meets twice each year to talk on the broader issues and is, of course, entirely separate from the multitude of meetings which take place between our personnel people and Union representatives on specific points. In the ports we have Staff Consultative Committees similar to the Users' Committees to which I referred previously. The Manager meets staff representatives regularly to discuss the affairs of the port and about the only subject barred is levels of remuneration. The Manager is expected to give a broad overall account of progress in the port and he may have specific projects on which he wishes to consult the staff or he may want to tell them of future events. Again, the talk is to a considerable extent one way, but equally there is that better appreciation of mutual problems which comes from having heard the other chap's point of view.

Training and Education

Another activity on which we have spent a good deal of time and money is Training and Education. In 1963 we inherited a fragmented staff development organisation, without any formal pattern of Training and Education. From that beginning we have set out to provide facilities for training which would create not only a sense of belonging to the Board but which also would provide schemes lending themselves to the needs of the Board in respect of its overall work and activities.

Our Staff College at King's Lynn was started in 1965 on a small and modest scale because we expected it to be overtaken by a national Staff College for the whole of the industry. In the event, it remains the only residential College in the ports industry and has developed to become a centre of some considerable professional standard. An immense amount of good has come out of it and perhaps I should start by explaining that the word 'Staff' in the title refers to everyone in our employment and not to the word used in the Army sense or in the sense of the Henley or Woking Staff Colleges. We have had all grades at King's Lynn for a wide variety of courses and since we took registered dock workers on to our weekly pay-

bill in September 1967 the College and our other courses have been equally open to them as to other members of the Board's staff. Obviously we do not try to teach dockers how to handle cargo, or the basic skills of their job—that is a function of the National Dock Labour Board—but we have recently introduced, in association with the National Dock Labour Board, a new series of courses concerned with Modern Developments in Cargo Handling, which include practical port studies centred on our Hull Docks.

In this and all our other courses we try to give the students a clear idea of the nature and purpose of our organisation together with an appreciation of the basic principles applicable to the particular course for which the individual is enrolled. Clerks, engineers, accountant, junior managers and many other grades go to the College for courses which range in length from ten days up to four weeks and in the last two years we have paid particular attention to supervisors and potential supervisors. Here the emphasis is on techniques, method, safety and communications and we think that very considerable benefits have come from bringing together these groups of men from different ports, giving them formal tuition in a range of subjects related to their jobs and letting them discuss and argue among themselves and with their tutors. All this is done in a comfortable residential college, without the pressure of day-to-day duties, and it does give an individual the opportunity of thinking about his job and the proper approach to it and we have found our staff generally to be enthusiastic.

In addition to the King's Lynn College there are, of course, many other training arrangements and courses at the ports. In the three main areas we have Training and Education Officers and they have a continually developing liaison with all departments as well as with the Universities, Education Authorities and Schools. In order to ensure conformity to an overall pattern of training, co-ordination is provided by our Headquarters working to the policy laid down by the Training Committee comprising the Board's Executive Officers. From this the

Board is now in the position of having formal training schemes covering many grades of staff, from the junior entrant to senior management. We have engineering training procedures right through from craft to graduate schemes, management trainees, accountancy and commercial schemes, and a Junior Trainee Scheme by which we develop young people to professional business status.

This is, I think, unique in any docks organisation. Our management training has of recent years moved forward to the position where we are able to evaluate the indicated potential of staff to fill our future managerial posts, while in the area of supervisory training the work in the three main port areas, supplemented by our Staff College, has brought us to the position where most of our supervisory staff, both operational and engineering, have now received formal basic training, and a considerable number have also had advanced studies at the Staff College and other external courses.

In many trades there is the traditional period of apprenticeship which teaches a man the techniques applicable to the tools and materials he uses and in most other types of job there is now vocational training either on or off the job. But this is only a part of the way we should go. A man wants also to know the aims and purposes of the organisation to which he belongs, to understand where the work he does fits into the general pattern and to establish closer communications with those in authority.

All this spells involvement with the organisation and to me it is our duty to see that there are these opportunities for involvement. Training is now becoming more widespread in the ports industry but I think that we in the British Transport Docks Board can claim to have led the way. So far, about 1 in 12 of our total staff have been to the King's Lynn College and recent figures show that we are spending something like £125,000 per annum on training and education. This amount of money, which represents about £12 per head, is relatively small in an organisation like

ours but does not include the tremendous amount of time put in by officers of all ranks outside their normal duties.

For instance, a Chief Officer attends an open forum at the end of all but the most junior courses. I have been regularly, and I myself took the open forum at the end of a supervisors' course only last week. This open forum is the opportunity for the students, who in this case were supervisors, to put points to me, or whichever other officer attends, for one and a half hours on any docks subject they like, whether covered by the course or not. Some most valuable discussions take place and, to me, the time and money spent has been well worthwhile. It is not possible to put a figure on the benefits we receive, but let me say that I firmly believe that the better understanding that exists within our organisation, both in respect of the jobs undertaken by individuals and in respect of the purposes of the organisation as a whole, has brought benefits which have far outweighed the costs in time and money.

Participation and Outside Interest

This description of what we do in the way of consultation and training brings me to another subject which will come more to the fore in the future and, in the presence of Mr. Jack Jones as our Chairman tonight, I mention it with some diffidence. It is that of workers' participation—a matter in which he is a leading spokesman for the Unions. He and I have often had discussions about this and while I do not think there is anything between us in thinking that workers' participation is desirable there are, as you might expect, differences in both degree and method.

Very little has been said in this country about the German system of supervisory boards or of other methods in use abroad and many people think of participation as being not very much more than the appointment of one or more union or lay representatives to the Board of Directors. The Mikardo Study Group, of which Mr. Jack Jones was a member, came down in favour of Regional Port Authorities which would include among their members

dockworkers selected by methods similar to those operated by the local Dock Labour Board. At dock level it proposed Group Operating Committees whose membership would include workers elected through the same Trade Union machinery as is used or envisaged for the election of shop stewards. That proposal included the statement that 'The dock manager will manage', which seemed to cut across the earlier idea of management by these Group Operating Committees.

To me participation is more than that and while there are an ample number of men who have the right qualities and breadth of experience to be able to play a real part in the management of industry, there is similarly a vast majority—by numbers at any rate—who neither wish to accept responsibility for the higher levels of management nor have the skills necessary for it. And here let me interpolate my firm belief that management is a highly skilled job and that if one wishes to participate in its rewards one must equally be prepared to accept its responsibilities and its sorrows. Similarly, participation depends on knowledge—one cannot participate in the management of docks without management experience any more than one can participate in an orchestra without knowing how to play an instrument.

But that is perhaps away from my original point which was that there are many men, in numbers far greater than those who can play a part in management, who want a degree of participation. Equally it is up to us to try to give the man who wants to progress an opportunity of doing so. I believe that one way to provide for this is through adequate consultative machinery and through training and education of the type which I have described. And this is what we in the British Transport Docks Board have been trying to do over the past six years. I think I have said enough about that already and although I have called it involvement it is equally a form of participation. I believe that developments of this kind are bound to come in all docks and to expand as time goes on. It is for the employer to take the initiative and to obtain

and hold the interest of his workers.

Coming back now to the question of participation by employees in the membership of Nationalised Boards or Boards of Directors, I think it is important to define what one is seeking. In a nationalised industry the Government with statutory powers is in the place of the shareholders, and the Minister of the day appoints the members as do the shareholders of a limited liability company. The Minister is also the sole provider of finance. Since the end of the Second World War all nationalised Boards have included representatives of Traders Unions, generally senior men with a wide experience of national affairs and the running of an organisation who can play a real part in the affairs of the Board concerned. This will obviously continue and all Chairmen will welcome it. Most nationalised Boards also now include some Managers and I count myself as an ex-Manager, having started as a trainee apprentice and worked up the ladder of promotion.

When one goes below Board level, different problems arise, and one of the first is whether managerial or other committees are required or whether the best arrangement is for line management with adequate consultative and advisory Boards or Committees. I have already stated my Board's views but if we are to have management Boards in the docks industry such questions arise as to whether the members are to be full-time or part-time. If they are full-time and are to include men who are now Union representatives or shop stewards, will the generality of employees be prepared to accept them as officers of the organization or regard them as having gone over to the other side? If they are to be part-time, will they 'represent' the Union membership with the idea of defending the men's interests or will they devote their abilities to the affairs of the organisation as a whole?

Let me say here that I believe that if an organisation is to be successful it must have a clear sense of purpose and an objective—whether that objective be profit or something else that can be put in its place. To me there is no place on either con-

trolling or managing bodies for sectional interests and this applies to both the so-called 'users' as well as the so-called 'workers'. On the other hand, there is a real place for the man appointed on his merits as being able to make a contribution to the success of the organisation and he can come from either the workers' or the users' sides so long as his interest is the organisation as a whole.

My own Board has only two of us who are full-time members with seven others who are part-time. They include an exporter, two shipowners, a merchant banker, a trade union officer, a solicitor and a timber man, but none of them represent any particular section of trade or industry and all pool their knowledge and abilities to the single purpose of improving the efficiency (and thus the profitability) of the Board. I would not wish to be without these part-time Members and believe that from whichever side or sphere of industry they may come, the right men can make a real and very valuable contribution.

Port Development

And now I would like to refer to the changes that are taking place in our ports. There is no doubt that the pace of technical innovation in transport has been quickening in these last few years. This has affected all modes of transport and transport by water is no exception. To a considerable extent this has been caused by the increasing realisation that the efficiency of distribution has not kept pace with advances in production and where old-fashioned methods have continued there has been increased cost without a comparable rise in revenue so that margins have been squeezed. The biggest single factor is probably the increased costs of labour intensive processes in relation to the greater outputs which can be achieved by capital intensive methods. As a result, we now search for mass production methods which allow the employment of machinery. I do not propose to say much about the container but would remind you that this country's first ocean container berth in operation was at Grangemouth which was then one of our ports. The second was at Felixstowe

and now having transferred Grangemouth to the newly formed Forth Ports Authority we are back in the field with our Southampton berth operating since last autumn. We also have container cranes ordered for deep-sea berths at Hull and at Newport. You will all be familiar with the Tilbury development and the start of the O.C.L./A.C.T. service with Australia within the next few weeks. This is, of course, the first large-scale British owned service and will be watched with intense interest by all of us. One of the problems at Tilbury, as well as at the other main termini, is going to be the ability of land transport to deliver and collect the very considerable numbers of containers involved within a sufficiently short time, both to keep the berth clear and avoid having too many containers in circuit. Clearance from the berth and re-assembly is going to be a key problem. On the short-sea trades changes in method have come much more quickly and my Board alone has built eleven roll-on/roll-off berths at five ports with a twelfth building at Swansea for a Swansea-Cork service starting in May. We have also adapted six other berths for unit load services.

But this does not by any means cover all our development for, with a wide parish like ours, we handle considerable quantities of ores and other raw materials. Our new £17 m. harbour at Port Talbot in South Wales will come into use later this year and will, at the outset, be capable of accommodating ore carriers of over 100,000 tons. Later, if necessary, this can be increased to 150,000 tons. At Immingham, on the Humber, we are building oil berths for the new refineries established there and these also will come into operation this year. Near by, the National Coal Board are building a deep-water jetty for the outward shipment of coal. We have also built packaged timber terminals at Newport and Cardiff and there is to be another at Hull. These and many other schemes are all physical developments which have gone to modernise our ports. And, on the other hand, we have closed down quite a lot of our older docks. This is essential in any scheme of ration-

alization and speaking of one of our groups of ports recently, I was able to say that we were handling a greater tonnage with fewer men and a 15% cut in the length of available quays. This is as it should be at a time when both facilities and methods are being modernised and must be a continuing aim for the future.

Nationalisation and Competition

And now at the conclusion of this section, can I summarise some of the differences between Britain's nationalised ports and the others? In the first place we are nationalised, whereas the greater part of the others are publicly owned. I have already said that I regard ownership as irrelevant to managerial efficiency and the only comment I would make under this head is that our enabling Acts do not give us the same freedom as would be the case if we were a limited liability company. Some Trust Ports have the same problem but at least they can alter their statutory limits by private Act of Parliament whereas we would require a public Act.

Secondly, we are a geographical group spread round the country from Scotland, through Wales and along the South and East Coasts and up to the Humber. We probably cover a wider range of traffics than most ports and we are in competition with many other ports. There is also competition between our own ports. That we can compete effectively with other ports is shown by our overall results but I should perhaps say a little more on competition between our ports. We have never tried to standardise the amount of the charges at our separate ports and we have some slightly complicated rules on the subject of competition which I will summarise briefly by saying that we allow our Managers to compete one with another on service but not on price. In other words, a Manager must not cut his charges or reduce revenue for the purpose of attracting traffic from another of our ports. This takes some explaining but it is well understood by our people and works very well.

A third point of difference is that we are broken down into relatively small accounting units and publish separate revenue and expenditure

statements for each port. Our internal breakdown goes even further and enables us to pinpoint areas of loss. The separate port figures are circulated to all the Managers and there is a healthy competitive interest among them.

Nationalisation

All that I have said up to now was written before the publication on 29th January, 1969, of the Government White Paper entitled 'The Reorganisation of the Ports'. In this connection I should perhaps say that for some time now I have argued in favour of (1) a central authority which would have responsibility for both the planning and the execution of its own plans, and (2) the employment by the port authority of all the labour engaged on cargo handling and other related work in the public docks. This has seemed to me to be the minimum requirement for efficiency, and although my arguments have been directed towards the provision of an efficient port service for the nation and made without political bias or intent, it has been difficult to see how central control could be achieved without nationalisation. In any case, the threat of nationalisation, which has hung over the industry for so long, has inhibited any possibility of action by other means. The White Paper meets both my main points in an adequate and practical manner and although like all similar documents it leaves much unsaid, and for settlement by the proposed National Ports Authority it is in my view a sound basis on which a satisfactory structure can be built.

The proposals are for a central authority with mainly estuarial subsidiary authorities. This cuts out the so-called third tier of the proposals put forward by Mrs. Castle in 1967 and, in fact, is not so far different in its wider scope from the type of organisation I have been describing to you as operating within the British Transport Docks Board. The White Paper says that the functions of the subsidiary authorities will include the efficient and economical management, maintenance and operation of facilities and services at harbours for which they are responsible. That is very much what we expect our managers

C.C.C. : Extract from Report

V. Means of Facilitating Through International Transport of Goods and Customs Treatment of Goods Carried in Containers

Report to the Customs Co-operation Council (C.C.C.) on the 61st/62nd Sessions of the Permanent Technical Committee, September 25~October 4, 1968.

1. Consideration of the Reports submitted by the special Working Party on its second and third Sessions

39. Mr. Brown (United Kingdom), Chairman of the special Working Party, presented the Reports on the second (17th to 28th June, 1968) and third (16th to 24th September, 1968) meetings of the special Working Party (Docs. 15.170 and 15.270 — T7-52041, T7-551).

40. The special Working Party had continued its examination of the procedural and documentary elements of the ICT procedure and of the system of security, on the basis of the views expressed and the decisions taken by the Com-

mittee at its 59th/60th Sessions (Report, Doc. 15.000, paragraphs 67-99) and of the working documents prepared by the Secretariat (see Doc. 15.170, paragraph 5, and Doc. 15.270, paragraph 4). The special Working Party had made significant progress in its work and a number of points were submitted for approval or decision by the Committee.

41. The Working Party had adopted working definitions of the different Customs offices which might be involved at the various stages of an ICT operation. These were:

Office of loading

The Customs office in the first country where controls are car-

to do. Employees' participation is left open and is to be discussed further and I am glad that where there are residual private employers there will be direct employment. If the generality of men are taken into the employment of the proposed National Ports Authority the small balance remaining are likely to be specialists and others whose work should be identified with that of their employers rather than the dock.

Conclusion

There is much more in the White Paper that I cannot touch on now and I would like to wind up by saying that, in my view, the ports have made considerable progress in the last six years. The Rochdale Report in 1962 brought with it that 'wind of change' which was so popular with the politicians at that time. Since then there has been a tremend-

ous growth of investment in development, there have been changes in organisation and there have been changes in the control and employment of labour. Now there are to be further changes.

By some these will be regarded as no more than doctrinaire political thought while others will see in them achievements which meet aspirations pursued over many years. To me they are a challenge to greater efficiency and I hope that you will all regard them in this light so that in the years to come we can look back and reminisce happily on the further progress that has been made. This nation has achieved much in the last twenty years despite the impoverishment of two World Wars. It is up to us here and our colleagues and fellows throughout the country to see that docks and shipping play their full part in the years to come.

ried out in relation to the containerised goods to facilitate subsequent entry into the ICT procedure.

Office of departure

The Customs office where the loaded container enters the ICT procedure proper and at which the International Customs Transit declaration is lodged.

Offices of entry and exit en route

Any frontier Customs office through which a loaded container passes during the course of an ICT operation.

Office of destination

The Customs office where an ICT operation terminates and the goods are assigned to another Customs procedure or another Customs transit operation commences.

42. The Committee approved the general direction which the special Working Party had taken in its studies as indicated by the Reports presented so far. Attention is drawn in particular to the following points:

(a) Rules for the approval of guaranteeing associations

43. The Committee agreed that the ICT Convention should lay down rules for the approval of guaranteeing associations. At a national level, these rules would need to be adapted to meet the requirements of national laws and regulations, but it was felt that they should provide for a written undertaking to be given by a guaranteeing association.

44. It was agreed that the rules should, in particular, provide:

- (i) that a guaranteeing association should undertake to underwrite the liabilities incurred in its country in connection with operations carried out under the ICT procedure by:
 - specified national carriers with which it has made the necessary arrangements;
 - specified carriers affiliated to foreign members of the same chain;
 - specified carriers affiliated to other chains with which it has reciprocal arrangements;
- (ii) that a guarantee association should assume joint and several liability with the carrier concerned;

- (iii) that the liability should cover not only such goods as are enumerated in the Goods manifest, but also goods which although not enumerated therein are contained in the container;

- (iv) that, in the case of a claim, the Customs should be entitled to claim in respect of the goods in question an amount not exceeding the import duties and taxes chargeable thereon (see paragraphs 45 and 46 below);

- (v) that a guaranteeing association should give notice of withdrawal of cover from a carrier. Such withdrawal would not affect the liability in respect of operations which are outstanding or which have not been satisfactorily terminated at the time that cover is withdrawn;

- (vi) that each Contracting Party would have the right to exclude temporarily or permanently from the operation of the Convention any person guilty of a serious offence against the laws or regulations applicable to the international transport of goods by container;

- (vii) that a carrier would be required to produce a guarantee card provided by a guaranteeing association as evidence of guarantee cover (see paragraph 48 below);

- (viii) that in the case where there is no positive proof where an irregularity occurred, for the determination of the time and place;

- (ix) that, if no claim is made against the guaranteeing association within two years of the date on which a particular container was taken into charge by the office of departure, the Customs should not in any circumstances require payment of the sums referred to in (iv) above from the guaranteeing association;

- (x) that following a claim by the Customs, the guaranteeing association should be given a period of six months in which to furnish proof that no irregularity had taken place. On the expiry of this period and in the absence of such proof, the guaranteeing association should de-

posit or pay provisionally the sum due. This deposit or provisional payment would become final if, during a further period of twelve months, proof that no irregularity had taken place had still not been furnished;

- (xi) that final discharge of the guaranteeing association's liability in respect of a particular container load should normally be granted as soon as possible after the arrival of a loaded container at the office of destination. A claim may nevertheless be made against the guaranteeing association if it is subsequently discovered that discharge was obtained fraudulently.

(b) Liability of guaranteeing associations

45. The Committee confirmed its previous view that pecuniary penalties should not be covered by a guaranteeing association's liability (Report, Doc. 15.000, paragraph 90). Whilst a few delegates considered that a margin of ten per cent of the import duties and taxes should be provided for, following the practice of the A.T.A. Convention, the majority felt that, since the liability would not cover pecuniary penalties, there would be no point in retaining this margin. Moreover, this limitation of a guaranteeing association's liability would assist in reducing the cost of the guarantee.

46. The Committee agreed, therefore, that a guaranteeing association's liability should not include a margin of ten per cent. However, the term "import duties and taxes" (Glossary term No. 30) could be interpreted as covering any interest which might become due as a result of delay in payment of the import duties and taxes.

47. The Delegates of France and Italy reserved their position in this respect on the grounds that the guaranteeing association's responsibility should extend to any pecuniary penalties incurred because of offences in connection with the ICT procedure.

(c) Content, lay-out and use of guarantee cards

48. The Committee agreed that the content and lay-out of guarantee

cards should be standardised and that they could contain the following information:

- Reference to the ICT Convention;
- Name of the guaranteeing chain;
- Name and symbol of the national guaranteeing association which issued the card;
- Name and address of the carrier; in full and, where appropriate, also in code;
- Serial number of the guarantee card and number of the copy;
- The countries in which the guarantee is valid, in full or by the distinguishing sign used to indicate the country of registration in international road traffic;
- Date of expiration of validity.

49. The Committee noted the risks which might be created by the use of forged guarantee cards. It was agreed that the technical measures to be taken to prevent such forgery would have to be discussed with potential guaranteeing organisations. Consideration should also be given to the introduction of special measures to prevent fraudulent use by the finder of guarantee cards which had been lost.

(d) Guarantee chains

50. It was recalled that, at its 59th/60th Sessions, the Committee had envisaged that the security system should be based on one or more networks of national guaranteeing associations (Report, Doc. 15.000, paragraph 85). The work of the special Working Party indicated, however, that difficulties could be created if guaranteeing chains were to operate entirely independently of each other. From the Customs point of view, application of the ICT procedure would be facilitated if close co-operation between guaranteeing chains was established. Such co-operation might be more readily established if the work of potential guaranteeing organisations was co-ordinated at an early stage.

51. The Committee accordingly instructed the Secretariat to take any necessary measures to facilitate co-operation between the organisations at present engaged in studies of guarantee arrangements.

(e) Control of ICT operations

52. At its second meeting, the Working Party had agreed upon a procedure intended to permit the greatest possible reduction of formalities at ports and frontiers during the course of an ICT operation whilst, at the same time, maintaining their present level of effectiveness. This procedure was based on a system of "overall control" exercised by the office of departure, who would receive a copy of the ICT document from the office of destination after the termination of the ICT operation.

53. At its third meeting the special Working Party reviewed the principle of "overall control" in the light of a paper submitted by the Federal Republic of Germany (Appendix I to Doc. 15.270). Discussion had shown that, because of the problems involved, certain countries would not be able to accept at the present time a Convention based on an "overall control" as envisaged by the Working Party. The delegates from these countries had considered that the ICT procedure should be standardised on the main provisions already envisaged by the Working Party, but that the present integrity of national controls should be maintained.

54. The Committee considered that if the Council was to make a dynamic contribution in the field of Customs transit, it would not be sufficient to draw up a procedure which excluded the possibility of progress to a point significantly in advance of existing procedures, such as the TIR procedure.

55. The Committee accordingly instructed the special Working Party to study the problem further with a view to including arrangements in the ICT Convention which would be useful to countries who wished to reduce national controls and which would permit the gradual development of a fully through international Customs transit procedure.

56. Consideration should be given, in particular, to the following possibilities:

- (i) the ICT Convention could contain a provision permitting the conclusion of bilateral or multilateral agreements provid-

ing for specific measures of mutual administrative assistance, enabling the countries concerned to reduce or eliminate national Customs transit controls in respect of goods passing through their territories. For example, certain countries might agree to arrange Customs control in such a way that it would take place only at the points of entry and exit of their territories taken as a whole, or only at entry into their respective territories;

- (ii) a country should be able to refuse permission for an ICT operation to commence in its territory in cases where it had little or no Customs interest in the goods in question. In this way, the task of exercising the functions of the office of departure would not fall on such countries;

- (iii) extra work at the office of departure could be avoided if the final responsibility for ensuring satisfactory discharge of the ICT document was laid to the office of destination;

- (iv) the office of destination should notify spontaneously to interested Customs authorities any information of substance and significance which came to light during the course of the final clearance of the goods which gave rise to an inference that an undetected irregularity had occurred in a country of transit. This provision would not be interpreted as requiring the office of destination to carry out any controls beyond those deemed necessary for purely national purposes;

- (v) a country participating in an ICT operation which wished to reduce national controls should be permitted to indicate on the copy of the ICT document accompanying the loaded container that it required to be notified of the due arrival of the container at the office of destination with seals intact. The notice of due arrival, containing prescribed information regarding the goods and the container, attested by the office of destination, could be transmitted by the transport interest concern-

ed. Again, this provision would not be interpreted as requiring the office of destination to carry out any controls beyond those deemed necessary for purely national purposes.

Under this provision, the requesting office could assume certain of the functions laid to the office of departure under the procedure previously envisaged by the Working Party. Indeed, by the inclusion of certain measures of mutual administrative assistance, succeeding countries would be able to rely on the functions exercised by this office to reduce their own national controls if they so desired. They would not be precluded, however, from making a similar request on the ICT document to be notified of the due arrival of the sealed container at the office of destination.

(f) Sealing of containers in the country of loading

57. The Committee noted that the procedure envisaged by the Working Party included a provision whereby containers which are not required to be placed under Customs seal in the country of loading should nevertheless be sealed, whenever possible, at the request of the responsible operator, if the container was likely to enter the ICT procedure at a later stage of its journey. The provision would require presentation of the loaded container and the relevant Goods manifest to the Customs office concerned.

58. It was felt that this provision was valuable in two respects:

- if the Customs seal remained intact throughout the container's journey, there would be a reasonable supposition that the contents of the container had not been interfered with;
- the ICT procedure as a whole would be, to a large extent, dependent upon the presentation of Goods manifests which could be relied on, since the opportunities for verification of the contents of containers at the time they entered the procedure would be slight. Discrepancies found during the course of spot-checks at offices en route

and destination could, if they were significant, be brought to the attention of the Customs Administration of the country where the container was loaded so that appropriate steps might be taken. Moreover, it might also reveal to them that the goods had been incorrectly declared at exportation resulting, for example, in a fraudulent claim for drawback.

59. The Delegates for Denmark, Finland, Norway and Sweden reserved their position in respect of this provision.

(g) Scope of the Convention

60. The Committee noted that, at its second meeting, the special Working Party had taken the view that the ICT Convention should apply to containers, regardless of their means of transport, and to road vehicles. The term "container" had been interpreted as covering any strongly constructed container which was capable of being approved for the transport of goods under Customs seal.

61. It had been considered desirable to exclude railway wagons in view of the simplified procedures which were applied in railway traffic in some European countries.

62. However, in view of the fact that the Convention was intended for application on a world-wide scale, the Committee agreed that it should include provision for railway wagons and barges. These provisions should not be such as to prevent those countries with advanced railway transit arrangements from continuing to apply them. The Committee also agreed that heavy and bulky goods should be covered by the procedure, the relevant provisions being made subject to reservation by Contracting Parties.

(h) Co-operation with the Economic Commission for Europe (ECE)

63. Mr. Nestler (Director) informed the Committee that, at the request of the special Working Party, the Secretariat had made a further approach to the ECE in pursuance of the Council's offer of a joint comprehensive Convention. Copies of the letters exchanged by the two technical

Directors and a report on their discussion were contained in Doc. 15.262.

64. It had also been noted that the ECE Group of Rapporteurs of Customs Questions concerning Containers had expressed the view that the possibility of two separate Conventions in lieu of a single, joint and comprehensive Convention could not be ruled out. The Council Secretariat had therefore prepared a document (Doc. 15.263) analysing possible alternatives to a joint Convention.

65. The French, Belgian and Yugoslav Delegations wondered whether, on account of the difficulties met with by the Working Party and since no definitive reply had yet been received from ECE, it might not be expedient to adjourn the Committee's work on this question for the time being.

66. The Committee felt that, having regard to the importance of this subject which is of essential Customs interest, the work should continue in view of the progress already achieved and the proposals already made in the Working Party to overcome the difficulties in question. Contact with the ECE should be maintained at Secretariat level. It was agreed, however, that in the light of the Council's offer, it would not be possible to take a decision on the form of the Convention until the matter had been considered by the Working Party on Customs Questions affecting Transport or the Inland Transport Committee of the ECE.

67. The Observer for the ICS warmly supported the work being done by the special Working Party. Whilst the introduction of containers on a large scale created problems for the Customs, they also introduced advantages from which the Customs could benefit. He expressed the hope that this aspect would be taken fully into account by the special Working Party.

It was also brought to the attention of the Committee that the Observer for the BICC had expressed the view that the work should continue on the lines established by the special Working Party.

(i j) **Questionnaire on documentation**

68. The Chairman of the special Working Party informed the Committee that the Secretariat had been instructed to obtain the views of Council Members on certain aspects of the ICT declaration form as set out in Doc. 15.088. He expressed the hope that many Members would make their views known, since this would greatly facilitate the task of the special Working Party.

69. The Committee also invited Members to make known their general views on the ICT procedure as it was at present being developed and, in particular, to draw attention to any features which might be unacceptable or which might create difficulty for them.

70. These comments should be communicated to the Secretariat well in advance of the next meeting of the special Working Party.

(k) **Future work of the special Working Party and date of next meeting**

71. The Committee agreed that the future programme of work of the special Working Party should include the following questions:

- (i) Examination of the consequences of the decisions on procedure taken at the Working Party's third meeting;
- (ii) Review of documentation;
- (iii) Examination of the revised first draft of the Convention;
- (iv) Examination of any guarantee question resulting from the work now being undertaken by the interested organisations.

72. The Committee agreed that the next meeting of the special Working Party should be held from 8th January (10 a.m.) to 15th January if necessary.

73. Finally, the Committee noted with satisfaction a Resolution adopted by the Executive Committee of FIATA assuring the full co-operation of that organisation in the Committee's work on drawing up the ICT Convention.

2. Examination of the draft uniform container manifest prepared by the Economic Commission for Europe

74. The Chairman recalled that at its 27th Session the ECE Inland

Transport Committee had decided to convene a meeting of governments and international organisations, including the Council, which would be held from 18th to 22nd November 1968 to consider the possibility of preparing a uniform container manifest serving the purposes of Customs authorities, transport users and carriers. The ECE Secretariat had prepared a draft container manifest aligned on the ECE lay-out key as a basis for discussion at this meeting. This draft, together with background information, was reproduced in Doc. 15.188.

75. Mr. O.A. Brown (United Kingdom), Chairman of the special Working Party, said that the Working Party had had an informal exchange of views on the study undertaken by ECE and its implications for the ICT procedure. The Working Party had agreed that a standard container manifest containing the information necessary for Customs transit purposes would be acceptable as a Goods manifest under the ICT procedure. To this extent a movement towards a standardised form would be welcome, but no final decision on lay-out should, in its view, be taken pending completion of the different studies now in train in governmental, inter-governmental and commercial circles.

76. During the ensuing discussion several delegates expressed the view that a uniform manifest would make an effective contribution to the simplification of Customs procedures and formalities and, in particular, would allow efficient application of the envisaged ICT procedure.

77. Other delegates and the Observer for the International Chamber of Shipping (ICS), whilst agreeing that great advantages could be derived from a standard lay-out of the manifest, felt that it might be too early to attempt to draw up a standardised form. They preferred to await the results of the studies on the documentary requirements which might reflect, inter alia, the impact of electronic data processing techniques on the layout.

78. These techniques would, in

future, be used increasingly for the collection of trade statistics. The Committee therefore also examined the problems which might be created by the use of manifests for this purpose.

79. The view was expressed that the use of national forms, which would have to be filled in at the frontier, might compromise the facilitation intended to be afforded by the ICT procedure. On the other hand, the manifest should not be overloaded with miscellaneous items each of which would be required only by a few countries.

80. It was suggested that a blank space could be provided in the form for the insertion either by the carrier or by the Customs authorities of statistical data required in a particular country. On the other hand, the view was expressed that the particulars to be furnished for Customs purposes under the ICT procedure or those provided for on the ECE draft uniform container manifest should suffice for all transport or transit statistics.

81. The Committee agreed that the Council's Observer at the Geneva ad hoc meeting should indicate that the Council was ready to support a move towards harmonisation of manifests and to accept co-ordination of studies undertaken with this aim. He should explain the work being done by the Council on the projected ICT Convention and confirm that it might be very useful if a standardised manifest could be adopted for the purposes of the Convention in due course. However, he should point out that the Council, and also a number of governmental and commercial bodies, were at present studying documentation for the ICT procedure in the light of modern techniques and should suggest that no given lay-out should be finally adopted until these studies had been completed.

82. The Committee welcomed an offer by the Observer for the International Union of Railways (UIC) to submit to the Council, for information, the results of an enquiry that had been carried out amongst railway administrations on the subject under consideration.

The Port of Vancouver

“Meeting the Growing Challenge of Pacific Rim Trade”

By Mr. I. S. Ross, President

Swan Wooster Engineering Co., Ltd.

at First Far Eastern Transportation Conference
Tokyo, Japan, February 16-18, 1969

I welcome this opportunity to present this brief to the members of the First Far Eastern International Transportation Conference which is sponsored by the National Defense Transportation Association. There are several reasons why this opportunity is appreciated. To begin with I am a Western Canadian born and bred and while my company is engaged in overseas projects our key activities are in Western Canada and

will probably continue to be there. Also Western Canada is just beginning many new developments in which countries of the Pacific Rim, particularly Japan, are deeply involved.

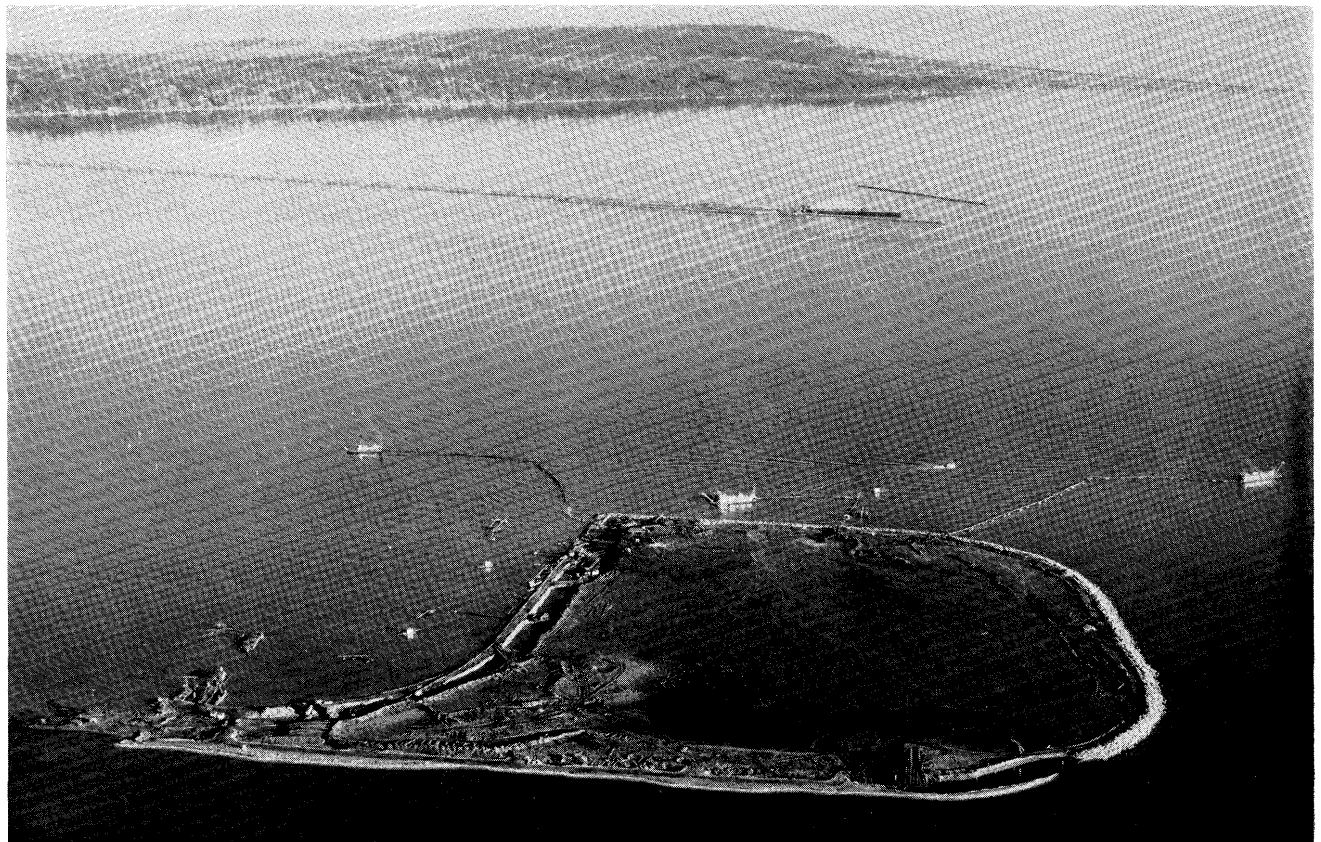
Trade Across The Pacific

We are all aware of the “quiet revolution” which has been taking place in the world of International commerce over the past few years. The worldwide movement towards

freer trade and the growth in development in the Pacific Rim countries, in particular the rise of Japan as the major industrial power, are the key items behind this change which has been taking place.

Let us stop for a moment and look at some of the trade figures to which I refer. Ten years ago dry cargo movement through the West Coast of Canada amounted to 8.7 million tons. Today this figure stands at 31 million annually. In three years time it is expected that this trade will rise to 43 million tons and in twenty years time will approach 85 million tons per annum from the Port of Vancouver alone. In these instances the bulk of the cargo referred to moves to Pacific Rim countries and in particular to Japan. Looking at the question of export in another manner, our present exports from Western Canada to Japan alone amount to \$600 million, or four times more than they were ten years ago.

While the Ports of Prince Rupert, Kitimat, New Westminster and



A small beginning of a big project. The area reclaimed in the foreground will be less than a mere speck of 1% in the entire project when completed. See also map on next page.

several other similar Coastal ports all make their important contribution toward the above volumes of cargo, it is the Port of Vancouver that carries most of the load accounting for eighty per cent of the total cargo movement from the West Coast of Canada.

The spectacular rise of Japan to the second largest industrial power in the free world, coupled with gross national product increases of 5 to 8% a year, experienced by Hong Kong, Malaysia, the Philippines, South Korea, Taiwan and Thailand, all have a direct effect on trade with Western Canada. The need to strengthen our marketing organizations in order to protect and develop Canadian markets requires, among other factors, that our port development must be among the most modern in the world.

In the case of the Port of Vancouver there are several reasons why this port accounts for the bulk of the cargo being shipped from Western Canada. First, it is unique in the fact that the two Canadian trans-continental railways have their terminus in Vancouver, as well as a major U.S. railroad and a Provincial railroad. Second, it is the largest area of population on the West Coast of Canada. Third, it com-

prises the largest areas of flat land, both developed and undeveloped, lying adjacent to both deep water and rail along the whole 4,000 miles of Canadian West Coast. Fourth, it has the largest natural deep water harbour and best climatic conditions on the West Coast of Canada.

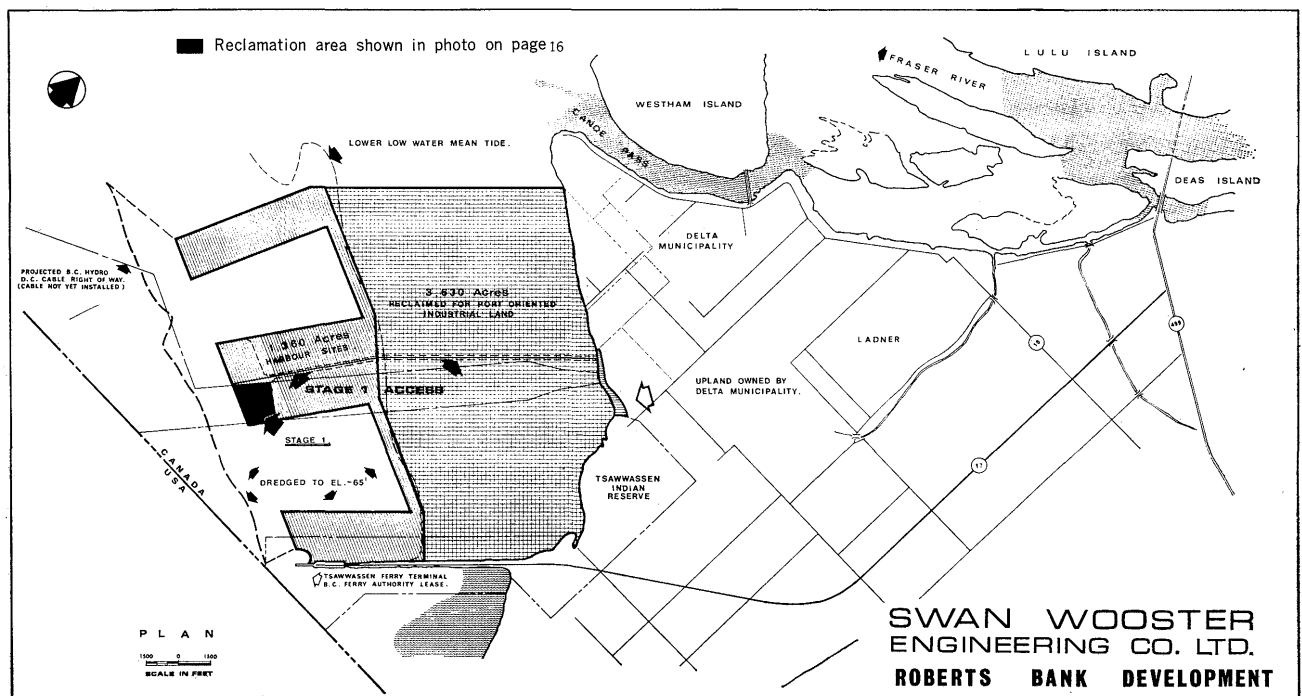
Trade between Western Canada and the Pacific Rim countries has more than doubled over the past ten years. As trade between these countries has historically been a function of population growth it is interesting to note that the predicted increase of population for this region is some 300 million people over the next seven years. When one considers the magnitude of the growth figures which confront us it is obvious that the Port of Vancouver is faced with meeting the heavy responsibility of modern expansion in much the same manner as the Ports of Tokyo and Kobe have undertaken in their current expansion.

Recent Developments Within The Port of Vancouver

Three years ago we began a study to assess the future adequacy of the Vancouver Harbour as a deepsea port. Predictions of future cargo volumes were examined in order to estimate the need for additional deep

water berths. Future shipping construction and recent materials handling trends were also evaluated in order to further assess future port requirements. It became apparent at the conclusion of this investigation that while major channel improvements will permit the passage of larger vessels, the existing harbour would not be able to provide the large areas of port oriented land and the uncongested road and rail access needed to meet the industrial and transportation demands of the coming years. It was therefore recommended that a separate, but complementary, port area be developed at Roberts Bank, an area which had already been placed within the new boundaries of the Port of Vancouver.

While I realize that you are possibly interested in our overall future plans for development, of real interest to you I trust will be what we have accomplished to date. In Burrard Inlet, which is the present harbour area with which you are familiar, the water depth at the entrance is 12 metres (39 feet). Our Federal Government has recently given approval to increasing this depth to 16 meters (50 feet). This will now permit the passage of ships in the 90,000 to 100,000 D.W.T. class at all stages of tide. New areas have



been reclaimed on both the north and south shore of this harbour, an existing railway bridge which caused navigational restrictions is being replaced with a new bridge, providing nearly double the clearance width and increased vertical clearance, at a total cost of some \$35 million. This construction at Second Narrows is almost complete. With these improvements it is possible for the economic development of new deepsea berths to continue within the present Vancouver Harbour area through to the early 1980's. However, as this is only some 15 years away at the most, and does not provide for the projected requirements of large level industrial sites adjacent to deep water it became clear that provision would have to be made without delay for the Port of Vancouver to continue expansion. This resulted in the selection of Roberts Bank as an area which could meet these future needs.

The first stage of Roberts Bank is underway. This comprises the preparation of a 5 kilometer (3 mile) causeway with a 200,000 square metres (50 acre) area of reclamation to support the storage areas of the new Kaiser coal terminal, which is designed to handle 100 car unit trains each carrying 12,000 tons. This facility is also designed to load deepsea vessels at a rate of 6,000 long tons per hour. The Master Plan development for the total area outlines the progressive creation of some 20 million square metres (5,000 acres) of land with up to 50 deepsea berths, each having a minimum water depth of 20 metres (65 feet). This land will be sub-divided into two classes, the first for harbour sites and the second for port-oriented industrial land. These areas contain some 5.6 million square metres (1,400 acres) and 14.4 million square metres (3,600 acres) respectively. In addition to this land another 32 to 40 million square metres (8,000 to 10,000 acres) in the immediate area behind the reclaimed area is now being consolidated and assembled by the Government of the Province of British Columbia for industrial uses.

The Future of the Port of Vancouver

Up until now this discussion has been on our accomplishments to date. Before concluding let us take

a brief look at what we might expect in the future for the Port of Vancouver. Undoubtedly there will be a gradual movement towards Roberts Bank. Apart from practical reasons this will be hastened along by the steadily increasing land values and possible pollution problems affecting residential and commercial development in the area around the present harbour.

I am sure that you are aware that studies are underway investigating the feasibility of moving bulk cargoes to the Port of Vancouver by pipeline. The work done to date indicates that in the case of coal with a pipeline length of 1,100 Kilometers (750 miles) such a movement would be possible when the annual production reaches the order of 8 to 10 million tons. It is expected that tonnages of this magnitude will be passing through the Port within the next three to four years. Similar studies are now being carried out investigating both the slurry and capsule form of pipeline transportation for other bulk commodities.

On another subject entirely it is doubtful if you were asked—"What is Canada's top export?"—that many of you would know the correct answer. For years the leading export from Canada has been either minerals or forest products. This year, owing to new agreements reached with the United States, the export of automobiles has now assumed that position. It is true that certain components for these vehicles originate from the United States, and that the majority of the finished vehicles are returned, but nevertheless as a finished product this is Canada's leading export, up some 57% from 1967. Following automobiles the export of minerals rank second, forest products third and wheat and grain fourth. Going back to the question of automobiles, in view of the growing popularity of Japanese cars, one might visualize at Roberts Bank a large assembly plant for Japanese vehicles for distribution not only in Canada, but also to the United States.

Similar arrangements, but on a smaller scale, have been made in Eastern Canada with Volvo at Halifax and Peugeot in Quebec. The recent tie-up in grain shipments

from the West Coast of Canada will soon be rectified. This tie-up was primarily caused by difficulties encountered in transporting the grain from the producing areas of the country to the storage elevators located at tidewater. A new system of organizing train shipments of grain from Prairie points is now being instituted. As our grain transportation system improves there is the possibility that the railroads would find it more efficient to serve a large grain terminal facility at Roberts Bank.

During our studies concerning the future needs for the Port of Vancouver it became quite clear that, of equal importance to the requirement for new berths was the need for large level areas adjacent to deep water which could provide land for industrial sites. The industries expected to occupy these lands would be those which are dependent upon having either their raw materials or their finished products moved in deepsea vessels. The impact that this has on port planning is evident in the ratio of land which must be allocated to berthing areas for immediate backup land as contrasted to that required for port oriented industry. At Roberts Bank only 5.6 million square metres (1,400 acres) are set aside for development of berths, whereas over double this area is set aside for port oriented industry. In addition, as noted earlier, some 32 to 40 million square metres (8,000 to 10,000 acres) are being consolidated for industrial uses adjacent to the reclaimed land. It will therefore be apparent that a large industrial development is planned and will take place adjacent to Roberts Bank. As an example movement is already underway in the chemical field. Here an excellent situation exists with regard to the production of fertilizer since all the basic components, with the exception of phosphate, originate in Western Canada.

The continuing development of the Port of Vancouver's container capability could see the construction of container sites both within Burrard Inlet and at Roberts Bank. Negotiations are now underway with a group of leading Japanese shipping companies concerning the

establishment of such a terminal.

Summary

In summary, the closer links in the trading sphere which have been forming between the various countries of the Southwest Pacific have been accompanied by a marked expansion in trade flows between this region and the North American Continent. Improved methods of transport and communication mean that distance is no longer the barrier it once was, and the ocean is becoming a more effective commercial highway.

In 1968 Vancouver was the busiest port in Canada with almost 20% of Canada's total exports being shipped through British Columbia. Trade between British Columbian ports and Japan alone increased at an average annual rate of more than 20% between 1962 and 1967, while even larger increases were registered in trade flows with some of the Southeast Asian nations, notably South Korea and Taiwan. The fact that Canada's exports to Japan will continue to expand seems certain. However, the rate of increase will depend, of course, on the growth of Japanese and other Rim countries demands, and upon the continued ability of Canadian producers and shippers to meet growing competition from other sources of supply. The planning and construction of the Roberts Bank development is designed to ensure that Western Canada is prepared to meet the forthcoming challenges in these areas. With its ability to cope with the most advanced shipping and land transportation systems we feel confident that Roberts Bank will continue to enhance the Port of Vancouver's reputation as one of the finest harbors in the world.

IAPH Trainee from Bahamas at Maryland Port Authority Baltimore

Although the Port of Baltimore confers no academic degrees, it has just helped train its first graduate student in the person of Leon Flowers, chief clerk of the Nassau Port Authority in the Bahamas.

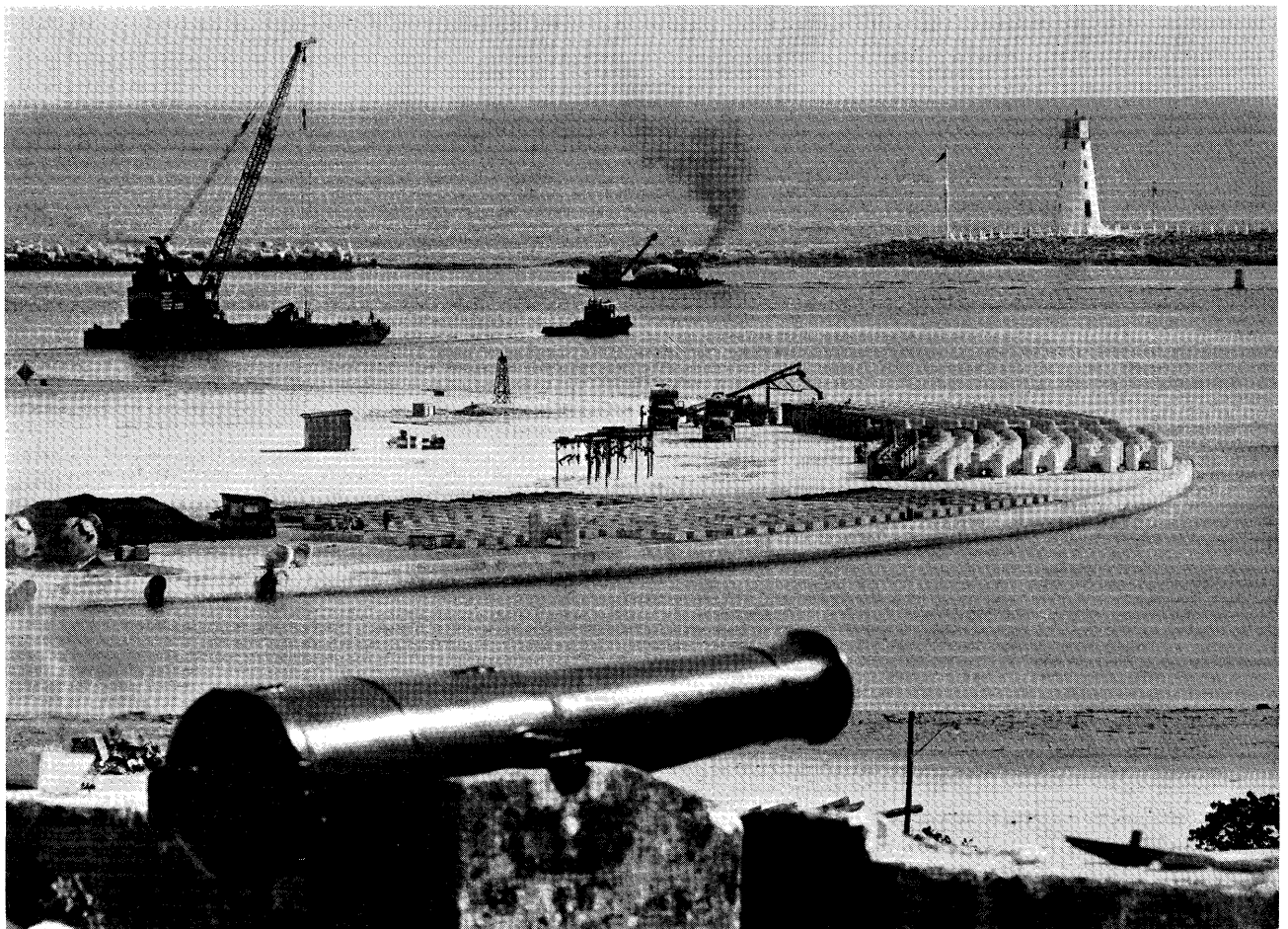
Flowers, a 32-year-old Bahamian native, spent two months in Baltimore, observing the operations of the Maryland Port Authority. His studies were a part of a program sponsored by the International Associa-

tion of Ports and Harbors, and were designed to fit Flowers for more senior executive duties at Nassau. For the Bahamian, the sole difficulty he encountered in Baltimore was the city's winter temperature. Otherwise, he declared on departing, "it's the friendliest city I've ever known."

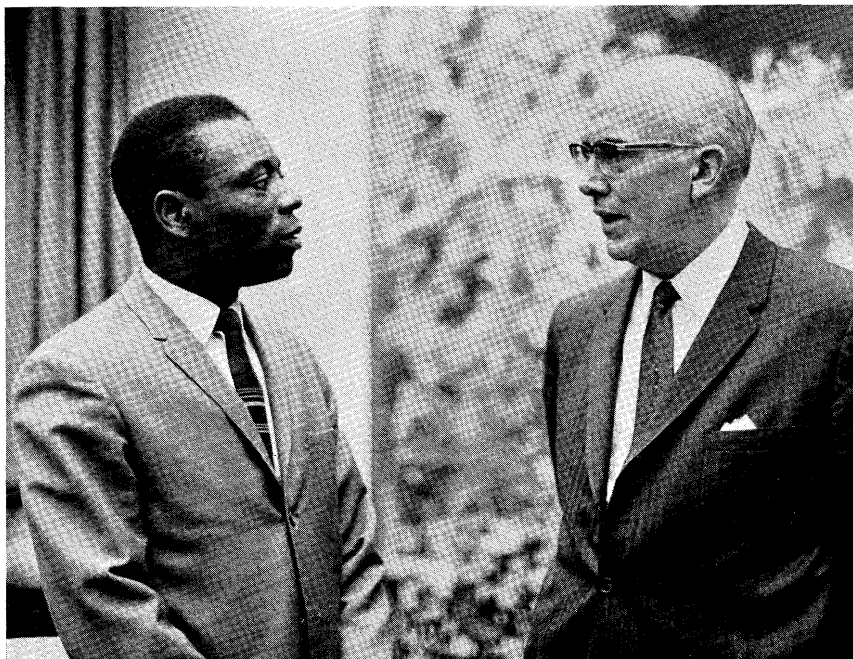
At the Maryland Port Authority, Flowers spent some time in each of the Authority's several divisions, with special attention to port engi-



New Construction that will lengthen Prince George Wharf with a new pier and passenger terminal building.



Artificial island created by the dredging of the deeper channel to Prince George Wharf. The island will be the site of the new cargo terminal of Nassau Port Authority.



Mr. Flowers with Mr. Joseph L. Stanton, executive director of the Maryland Port Authority.

neering, planning, and operations. The Nassau Port Authority is presently expanding its own facilities to allow more cruise ships to "cross the bar" and to dock "downtown" in Nassau. The cruise piers are being extended. The channel is being deepened, and the "fill" is creating an artificial island which will be used as a cargo terminal.

Meanwhile, the Nassau Port Authority is preparing to assume greater responsibility in the operations of port facilities at Freeport, which has become an increasingly popular resort area.

On the lighter side, Flowers joshed the Marylanders' claim to have the last working sailing fleet in this part of the world in their "oyster navy" of Chesapeake Bay skipjacks. Much of the Bahamas' inter island trade is still conducted by sailing ships, he pointed out, and has been for centuries. And for the Maryland Port

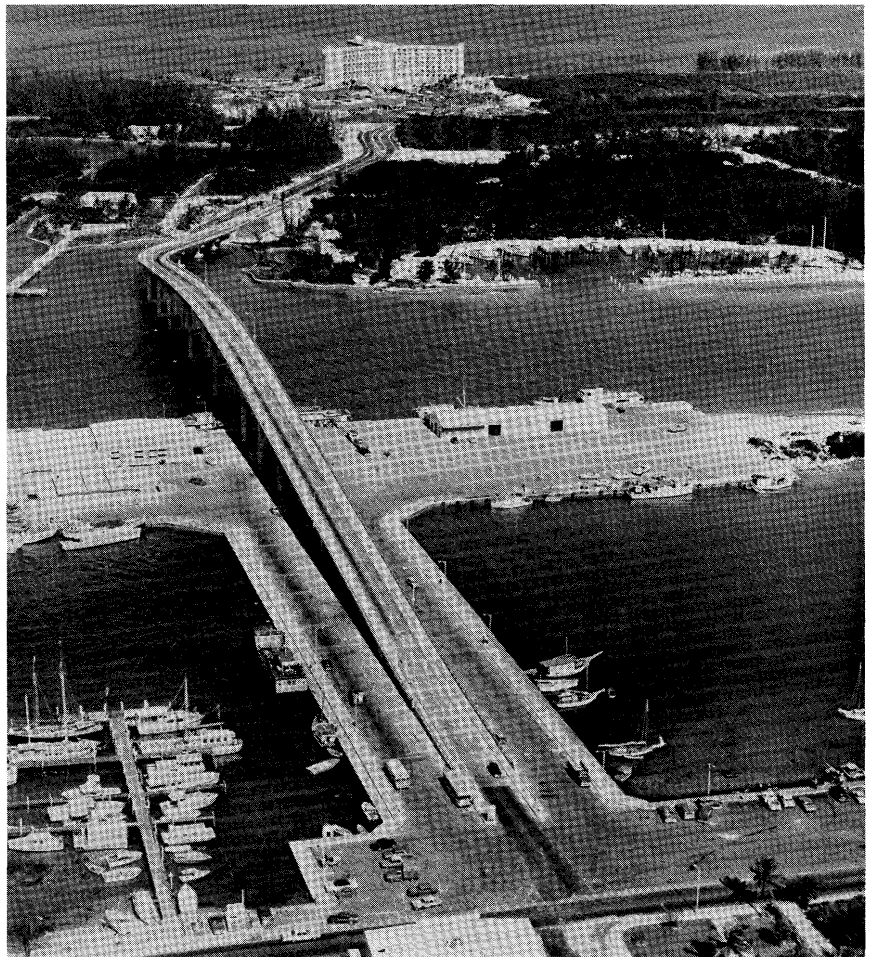
Authority's monthly magazine, **The Port of Baltimore Bulletin** and its "Gourmet Galley" food feature department, he prepared a number of native Bahamian dishes for a truly authentic island dinner, including peas and rice and plantains.

He noted, too, that the Nassau Port Authority has one job the Maryland Port Authority doesn't have to worry about. Nobody knows just how many Spanish galleons, carrying untold treasures in gold and silver, lie sunken in the water of the Bahamas, but from time to time fortunes are made by one tireless searcher or another. To keep things under control, then, the Nassau Port Authority is charged with issuing treasure-hunting permits to legitimate searchers. Any findings are split on a percentage basis with the Bahamas government.

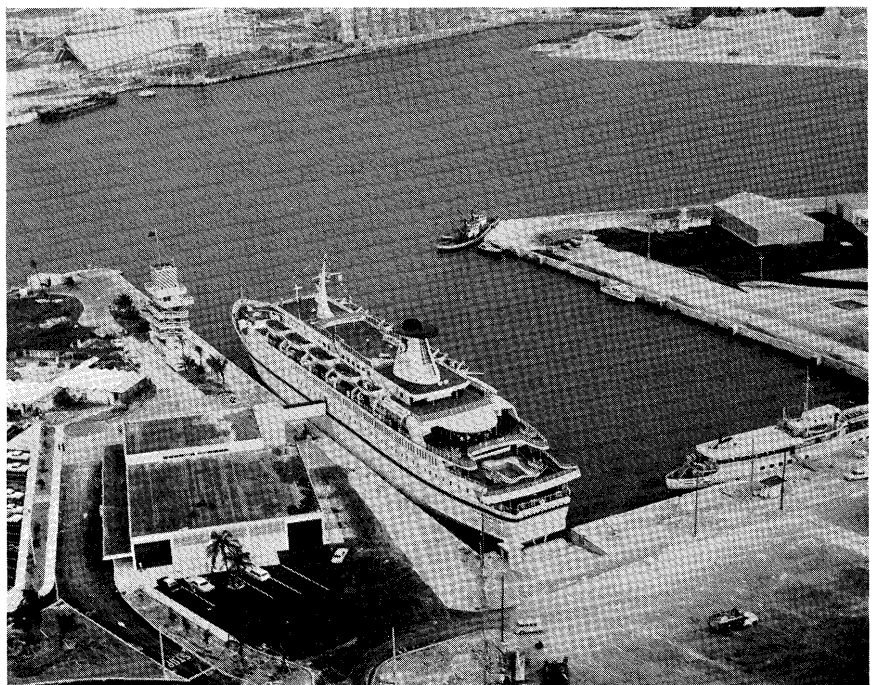
In Baltimore, Flowers studies included complete land and water tours of the Port, with special regard for the containerization installations at Baltimore's Dundalk Marine Terminal. The Bahamas, Flowers said, are moving to lessen their near-total dependence on tourism as the mainstay of the islands' economy, and are consequently encouraging industrial and agricultural development, as has been done in Puerto Rico. Eventually, it is expected that the islands container commerce, now small, may become a significant part of their trade.

At the conclusion of his training, Flowers declared himself highly satisfied with the information he had received and felt that it would be a valuable asset for the future, after his return to his job, wife and family in Nassau. Of the Bahamian "graduate student" Joseph L. Stanton, Executive Director of the Maryland Port Authority, said: "It was a real pleasure to work with Mr. Flowers, and we are proud to have been selected to help in training him for increasing executive responsibilities. All of us here in Baltimore enjoyed knowing him, and we wish him the best of luck in the years ahead."

The luck that Mr. Stanton wished for Mr. Flowers, the training he received with the Maryland Port Authority, must have paid off—Mr. Flowers is now Acting Director of the Nassau Port Authority.



Midway on the bridge to Paradise Island, Nassau (and the luxury hotels there). The Nassau Port Authority is building a terminal for the inter-island schooner trade.



Freeport in Grand Bahama, now rivals Nassau in ship callings and the Nassau Port Authority is expanding its operations at Freeport.

Los Angeles in 1968

—The Best Year Ever

Los Angeles, Calif., Jan. 8:—Cargo handled during the past fiscal year at the Port of Los Angeles surpassed all previous records, Mayor Sam Yorty said today.

Yorty said a 12-month report ending last June 30, showed 28,931,577 tons of imports and exports crossed over L.A. Harbor's wharves.

The previous record cargo year was 1954, with 26,513,998 tons.

Yorty noted there were gains in other major categories, as well, with total commerce up 2,500,000 tons over the previous year.

"It was the best year ever in the history of our great Harbor," Mayor Yorty said. "The year's all-time high was closely challenged in fiscal years 1966 and 1967, but it was never beaten until now."

Gross revenues at the Harbor last year totaled \$12,517,097, a ten percent increase over the previous high of \$11,012,170 in 1966-67.

Operating expenses were \$5,672,175 for a net income of \$4,637,580, a \$1,231,908 increase over the previous period.

"Not only has the Port of Los Angeles retained its title as the tonnage leader on the West Coast—a title it earned in 1923 and has never lost—but it has earned new recognition as the major economic center of world commerce on the West Coast of the United States," Mayor Yorty said.

In particular cargoes handled during the past fiscal year, lumber showed a 13 percent increase, while bulk petroleum jumped 13 percent, also—from 16,592,698 tons to 18,880,603 tons.

Intercoastal shipments improved 61 percent to 326,761 tons, while Coastwise and Hawaiian receipts both recorded 38 percent jumps. Coastwise receipts increased from 4,425,545 tons to 6,121,289 tons.

A total of 4,233 ships moved through the Port in 1967-68. In the past year, 426 more vessels call-

ed at the Port than in the previous period.

Bernard J. Caughlin, general manager for the Port, noted that those vessels, with their cargo, represented the work of thousands of individuals from hundreds of countries who depend on exports and imports through Los Angeles Harbor for their livelihood.

"Canadian paper mill workers, laborers in the Central American banana plantations, and the blue collar workers in the automobile factories in Japan are all involved, not to mention the many hundreds of waterfront workers in Los Angeles", Caughlin said.

"The increasing traffic of ships through Los Angeles Harbor demonstrates a growth of international friendship and the beginning of a new era as more and more of our Asian neighbors emerge into international trade", he said.

During the last fiscal year automobiles and accessories continued to rank among the top commodities imported, including 73,225 tons from West Germany, 48,480 tons from Japan, 5,690 tons from England and 5,343 tons from Sweden.

Iron and steel plates and sheets again led the list of the top ten imports, with 354,717 tons, followed by iron and steel cars, rods, angles and sheet piling, 200,722; fresh fruits and nuts, 176,429; motor vehicles, parts and accessories, 138,333; sugar, molasses and syrups, 113,267; iron and steel tubes, pipes and fittings, 109,510; paper and paperboard, 105,399; plywood, veneers and worked wood, 83,173; oil seeds, oil nuts and kernels, 81,577; and crude minerals, 51,876.

Among world-wide exports in fiscal year 1967-68, the principal commodities were: iron ore and concentrates, 1,691,383 tons; crude minerals, 302,176; iron and steel scrap, 276,910; inorganic chemicals, 252,933; fertilizers, manufactured,

103,200; fresh fruits and nuts, 73,428; animal feeds, 67,886; natural abrasives, 56,951; non-ferrous ores and concentrates, 54,883; and animal oils and fats, 50,119.

Last year, the Port was selected by Japanese shipping interests as their headquarters for containerized cargo operations in Southern California.

The Japanese shipping lines involved in the agreement are Japan Line, Ltd.; Kawasaki Kisen Kaisha, Ltd.; Mitsui O.S.K. Lines, Ltd.; and Yamashita-Shinnihon Steamship Co., Ltd.

"This agreement will bring new volumes of business to Los Angeles Harbor as it embarks fullscale into the new era of containerized shipping", Caughlin said.

He also noted the signing of four historical trade pacts between the Port of Los Angeles and Japan.

"Three of the agreements were signed during the fiscal year 1967-68", he said.

Trade pacts with the Prefectures of Nagasaki, Hokkaido and Miyagi were completed prior to July 1968. An agreement with the Okayama Prefecture was signed last November.

"The City of Los Angeles will benefit from the increased trade and our relations with the people of Japan will be enhanced", Caughlin said.

"These agreements and the expected cargo increases will have a marked influence on the future development of the Port", he said.

"We have invested \$58 million in terminals, docks and other major improvements since 1961, and right now the Port is in its most dynamic period of growth in 40 years," Caughlin said. "Major improvements are continually necessary to meet the constant demands of the shipping industry."

"No tax money is used for these improvements," Caughlin pointed out. "The Port pays for the projects through earned income and the sale of revenue bonds, as necessary."

Using a formula established a few years ago by the American Association of Port Authorities, the total tonnage now handled by the
(Continued on Next Page Bottom)

Orbiter Probe

IAPH News :

Influx to Melbourne

An orbiting probe would have seen the earth rotate serenely at a slant that pushes the north pole away from the sun and pull the south pole to the sun so that the down under would have more sunshine. Then one day, as the date line of March 1 came to light, it would have seen a sight. On all continents around the globe, people were astir. It should have certainly seen over 400 people, all related to or interested in ports, take to the air, make beelines to and descend on Melbourne to make the IAPH Sixth Conference to be held there March 3~8.

The 8-man delegation from Kobe is headed naturally by Dr. Chujiro Haraguchi, IAPH President, Mayor of Kobe, and includes Mr. Kanichi Morikawa, president of the Kobe City Assembly, Mr. Yasuhiko Nagata, Port and Harbor Director of Kobe, and 5 other delegates.

Mr. Toru Akiyama, the Secretary General, and Mrs. Akiyama, were perhaps among the earliest harbingers as they departed from Tokyo on February 23 around noon for Hong

Kong, where he will rap at the door of Mr. Milburn, Director of Marine, then to head for Singapore where he will meet the Port people, then to fly to Perth and see Fremantle Port People, before touching down at Melbourne February 28 evening.

Just before departing from Japan, Mr. Akiyama was busy meeting IAPH members one after another in Tokyo. Mr. Robert R. Barkerding, Sr., the newly appointed president of the Board of Commissioners of the Port of New Orleans, personally invited Mr. Akiyama to a lunch at Tokyo Kaikan February 18. Dr. Fujio Matsuda, Director, Department of Transportation, State of Hawaii, visited Mr. Akiyama at his office February 19 morning and exchanged views with him over lunch. Mr. Akiyama was invited to a reception in honor of Mr. Clifford B. O'Hara, Director of Port Commerce, The Port of New York Authority, held at the Foreign Correspondents Club of Japan, February 20 evening.

Tour to Sydney

Sydney, January 30:—A number of the world's leading port administrators will be visiting Sydney during March, 1969.

This was announced in Sydney today by Mr. W. H. Brotherson, President of the Maritime Services Board of N.S.W., who said that a party of about 180 people, including approximately 60 ladies, would be visiting Sydney following the 6th Biennial Conference of the International Association of Ports and Harbors to be held in Melbourne from 3rd to 10th March, 1969.

Included in the visiting party will be Viscount Simon, Chairman of the Port of London Authority, and

Help Wanted at UNCTAD

A vacancy exists in the Secretariat of UNCTAD for an economist to work on the economic issues involved in the development of ports in developing countries. The duty station is Geneva, but frequent missions may be expected. The man appointed is likely to be a graduate in Economics and to have several years experience working in a port (or airport) on either general administration or development plans. He will join a team headed by a systems analyst and including an engineer and an economic geographer; the whole team works under the overall supervision of a senior economist. Salary in accordance with age and experience on official UN scales. The appointment may be for a fixed term of two years or on a probationary basis with the possibility of a career appointment. Fluency in English is essential. French or Spanish highly desirable.

For further particulars and application form please write to Office of Personnel, UNCTAD, Palais des Nations, Geneva.

representatives from a number of the leading European, Asian, Japanese and American ports. More than 20 nations will be represented.

Mr. Brotherson said that the Conference in Melbourne will be under the chairmanship of Mr. V. G. Swanson, Chairman of the Melbourne Harbor Trust.

Mr. Brotherson is the Australian National Director of the Association.

The Maritime Services Board will be represented at the Conference in Melbourne by the President, Mr. Brotherson, the Vice-President, Mr. G. P. Hill, a Commissioner of the Board, Mr. C. Nunn, the Engineer-in-Chief, Mr. J. M. Wallace, and the Personal Assistant to the President, Mr. K. Sweetman.

Mr. M. Dunne, the Board's Solicitor, will also attend as a Conference Official to undertake the duties of

(Continued from Page 22)

Port of Los Angeles produces an estimated \$175,000,000 per year in economic benefits to the community. At the same time, one in every four jobs in the Los Angeles area is dependent directly or indirectly on international trade.

Mayor Yorty commented that with the accomplishments of the past year, new trade agreements and new container services, new records in cargo-handling can be expected again next year. (Port of Los Angeles)

Tender-Extension of Date

The last date of receipt of tenders for the work of "Dredging and Reclamation at the Port of Mormugao" to be received by the Chief Engineer, Mormugao Port Trust, Mormugao (Goa) which was originally notified as 27th February, 1969, has been extended to 2-4-1969. The tenders will now be received upto 15.00 hours on 2-4-1969 and will be opened on the same day at 15.30 hours in the presence of such tenders as are present.

Mormugao
19-2-1969

Chief Engineer
Mormugao Port Trust
India

Legal Counsellor of the Association.

Mr. Brotherson said that the Post Conference Tour of Sydney being arranged by the Maritime Services Board will extend from Wednesday, 12th March until Saturday, 15th March.

Two of the major events of the Post Conference Tour will be an official dinner to be held at the Chevron Hotel on the evening of Wednesday, 12th March, to be attended by His Excellency the Governor, Sir Roden Cutler, and Lady Cutler, and an inspection of the port by ferry to take place on the morning of Friday, 14th March. (The Maritime Services Board of N.S.W.)

AAPA's New President

At the close of the Fifty-seventh Annual Convention at Curacao, N.A., the American Association of Port Authorities elected Roger H. Gilman, as its president for the forthcoming year. Gilman was elected in absentia, his presence at the Convention prevented by a serious family emergency.

The new AAPA president is director of the Planning and Development Department of the Port of New York Authority. In addition to being elected to the port industry's highest honor, he also in November received from his own or-

ganization the "Howard S. Cullman Distinguished Service Medal". In receiving the Cullman award, Gilman joined a select circle of only six previous holders.

Previously his work had earned for him the Authority's "Distinguished Service Medal" in 1962, when he was cited as "planner extraordinary and one of the most effective advocates of the Port of New York". His selection to receive the Cullman Medal was made for "excellent record of exceptional services, and for his major contributions to the success of the Port Authority's efforts, particularly in its relation to other agencies and organizations within the region."

As the Port Authority's top planner, Gilman organized the Joint Study of 1954 with the Triborough Bridge and Tunnel Authority which led to the first regional system of arterial highways, and the construction of the Verrazano Narrows and Throgs Neck Bridges and the second level of the George Washington Bridge.

In 1961, at the request of Governor Rockefeller, Gilman organized the Tri-State Transportation Committee, and served as its first Executive Director until 1964. His efforts during this period when he was on loan from the Port Authority were largely responsible for the present effectiveness of the organization, now known as the Tri-State Transportation Commission.

Gilman was responsible for the studies which led to The World Trade Center project, and he now is directing a major review of trans-Hudson transportation needs for the 1975-1985 period.

Roger Gilman has served in various offices of the American Society of Civil Engineers, and holds membership on important committees of the New York Chamber of Commerce, The Greater Newark Chamber of Commerce and other professional and civic associations, and has made frequent authoritative contributions to professional and technical publications and proceedings.

Graduated from Harvard College in 1936 with a degree in Engineering Sciences, Mr. Gilman served

with the U.S. Navy in World War II. He resides in Plainfield, New Jersey. (World Ports, December)

AAPA Convention

Baltimore, Md.:—Meeting in the picturesque, Dutch-style island of Curacao, in the Netherlands Antilles, the 57th annual convention of the American Association of Port Authorities, which assembled November 14, proved to be the largest in the organization's history.

Maryland Port Authority was represented by Commissioner James H. Grove, Executive Director, Joseph L. Stanton, and Deputy Director W. Gregory Halpin.

Numerous convention speakers spoke of the potential problems posed by federally sponsored regional port studies in view of the increasing size of the ships employed in world trade and other considerations. The A.A.P.A. is on record as opposing such studies, which were initiated by the Corps of Engineers as a basis for more orderly channel development and expansion programs. It is the Association's stand that governmental selection of regional ports and subsequent federal expenditures at such ports would be at the expense of ports not selected, with severe economic consequences.

A situation of this sort exists in Great Britain, where the Ministry of Transport is developing Southampton, with its decreasing traffic in passenger liners, as the container port for the southwest of England and offering no similar support to the independent Port of Bristol Authority, whose container planning has consequently had to remain in the development stage.

Attention was also drawn to a World Bank study on port development and planning, and while it is currently intended for the needs of underdeveloped countries, there are indications that the World Bank may recommend a regional approach to port development in the United States, as it has done in the instance of some of the smaller Latin American nations.

As a result of discussions and

speeches dealing with the federal regional studies, the Association passed a strong resolution urging that port development, with the exception of present and traditional projects, such as navigation aids, remain under the control of local authorities and agencies.

The Association did, on the other hand, give its approval to a planned Department of Transportation Origin and Destination Study on all export and import cargo moving to and from all American ports. Several members expressed fears that this study, too, might serve as the basis for subsequent tacit federal selection of regional ports. The opinion was given that the incoming Administration might be less inclined to inject federal participation in areas now reserved to local governments.

Convention sessions took place at the Curacao Hilton Hotel, where most of the 350 delegates and the 600 guests stayed. The guests included a large number of consulting engineers and equipment suppliers. The A.A.P.A. membership includes port authorities from Canada, the United States, the Caribbean, Central and South America, almost all of whom have different problems, and the annual convention is an opportunity for port officials to get together, compare notes, and possibly find solutions or offer them to a colleague. (Port of Baltimore Bulletin)

ICC

The 22nd biennial Congress of International Chamber of Commerce will be held in Istanbul, Turkey from May 31 to June 6, 1969

The Congress Theme will be "International Economic Growth: the role, rights and responsibilities of the International Corporation.

Hoverports on Channel

The world's first purpose-built international hoverports are taking shape near Ramsgate and Calais, ready for the introduction of the Hoverlloyd service on the 31-mile route between the two towns on April 2.

The service will be provided by two 165-ton Mountbatten class SRN-4 hovercraft, which have a top speed of about 75 mph and carry 250 passengers and 30 cars. By mid-summer, they will provide hourly departures from each side of the English Channel—the crossing takes only 40 minutes, and loading methods will allow a very fast turnaround.

Hoverlloyd has just announced its timetable and fares for the summer, which reveal that the 2,783 crossings from April to September are divided into two tariffs. The 'A' tariff, covering the peak-time one-third of the crossings, are slightly more expensive than the normal 'B' tariff.

For four adults in a car not exceeding 15 ft. 6 inches in length, the total fare is £20 (A) or £17 (B); two adults and two children in a car not exceeding 12 ft. 6 inches pay £14 (A) or £11 (B); car passengers travel free, and so seven adults in a motorized caravan not exceeding 14 feet pay a total of only £17 (A) or £14 (B). Pedestrian passengers pay £3 (A) or £2.10 s. (B) single fare, or £3.10 s. (A) or £3 (B) for a day return. (Shipping and Trade News)

Hydro-Ski Boats

Hydro-Ski International Corporation in Port Everglades, Fla., has announced that a new concept in boat design is to be produced at its Florida facility under exclusive license from Lockheed Aircraft Corporation.

Hydro-Ski International and Lockheed anticipate that the 50-foot aluminum craft will attain speeds in excess of 50 miles per hour in wave heights up to five feet. These rough water speeds are made possible by a pair of shock-mounted retractable skis which lift the boat above the water surface. It will carry 49 passengers or comparable cargo loads, plus crew.

The company envisions use of the new vehicle for a variety of operations—from offshore personnel transport, commuter service, and inter-island transportation, to rescue and patrol work and military land-

ing craft or torpedo boat duties.

Hydro-Ski International Corp. was formed specifically to manufacture and market the hydro-ski boat, conceived originally as a military landing craft by Lockheed-California Company's antisubmarine warfare division. Lockheed has retained certain military and foreign marketing rights.

Lockheed proved the concept of the Hydro-Ski boat in tests with miniature craft and a full-scale 25-foot vehicle which demonstrated speed and maneuverability in rough water, weed-infested areas, and in surf landings.

The Hydro-Ski craft will be powered by four, 500-horsepower turbine engines to be built by Hydro-Ski International Corporation's newly formed subsidiary, American Turbine Company.

A prototype vehicle is scheduled for completion early in 1969, with production models scheduled for delivery by mid-summer, according to Norman Yasner, president of Hydro-Ski International Corporation.

Hydro-Ski International has leased 48,000 square feet of factory space in South Florida's Port Everglades Industrial Center, and is building another 17,000 square feet of factory and office quarters nearby in the port facilities. (Shipping and Trade News)

"Ploughshare" Dredging

Sydney, February 12: — Five nuclear devices with a combined power of one megaton (one million tons of T.N.T.) may be used early next year to blast out a harbour on the remote north-west coast of Australia.

Mr. Maurice Timbs, executive commissioner of the Australian Atomic Energy Commission, told a news conference here to-day that if a joint U.S.-Australian feasibility study (Lloyd's List, February 7) gave the go-ahead, blasting could begin in the New Year.

The explosions would create a harbour at Cape Keraudren, a promontory jutting from the lonely West Australian marshlands some 1,200 miles from Perth. The port

Savannah's Garden City Terminal

A Multi-Product Bulk Terminal

Savannah, Ga.:—A new bulk terminal is being designed for the Georgia Ports Authority at their Garden City Terminal in Savannah, Georgia. This project is an ambitious venture into bulk handling of multiple products. This new facility will provide shippers unrestricted terminal operations. The following material movements can be performed, most of them simultaneously: From ship to storage, barge, railroad or truck, from railroad and truck to storage, ship, or barge, and from storage to ship, barge, railroad or truck.

The major advance in this bulk

(Continued from Page 25)

would be used to export iron ore from nearby deposits.

Mr. Timbs said the feasibility study could be completed next May or June.

If the project goes ahead, the nuclear devices will be supplied by the U.S. Atomic Energy Commission under operation "Ploughshare," through which nuclear and chemical explosives are used for industrial purposes.

Mr. Timbs declined to say who would pay for the explosives, but added that problems such as the possible effects of a nuclear blast on marine life and surrounding fauna would have to be overcome before deciding whether the project should continue.

Dr. Alan Wilson, an Australian scientist who is heading the feasibility study, said the five nuclear devices would be exploded simultaneously to create a channel 6,000 ft. long and 200- to 400-ft. deep.

An access channel would have to be dredged by conventional methods, he added. (Lloyd's List)

terminal is that various products can be received and stored for later reclaiming and shipment. In order to provide for receiving small shipments by rail and/or by truck for later large bulk shipment by water, a covered storage area is provided. Large shipments received by water can also be readily stored and reclaimed as needed for delivery by rail or truck. The ultimate covered storage will provide compartmented areas for some 30 grades of kaolin, potash, ammonium nitrate, ammonium sulphate, phosphate rock, borate, bauxite, manganese ore, alumina, ilmenite, titanium slag, zirconium ore, lithium ore, etc. The scope of the material handling problem is indicated by the size of the initial storage building which has a planned length in excess of 2500 feet. The system includes provisions for multiple buildings of this size.

The overall planning provides for an integrated system which will be able to unload, store and reclaim these multiple products in various covered and/or open storage areas.

Due to the large number of products to be handled, special attention has been devoted to reduce the possibility of contamination. All material placed into storage has a small "Free Drop" to minimize dusting. A movable curtain wall is provided to seal the kaolin area from other areas. Washdown equipment is provided for cleaning and dust control equipment is to be installed along the conveyor systems. The retrieval of stored material is accomplished by automated reclaimers which do not operate on the storage pile or floor, nor is any auxiliary dozing equipment required. This operation will result in no machine contamination of products and offer maximum safety to per-

sonnel.

Since this terminal is operated by the Georgia Ports Authority, it does not impose any control of the shipper's mode of transportation. Therefore, rail loading and unloading facilities have been provided for unloading hopper or box cars and loading covered or open hopper cars, box cars or gondolas. The loading and unloading stations are arranged to also handle trucks. Indicative of the flexibility and performance of the arrangement is the fact that multiple products can be loaded or unloaded simultaneously and without regard to the type of carrier involved.

Ships will be unloaded by a traveling bucket unloader. All types of ships can be handled from small general cargo type to large bulk carriers.

The loading of ships and barges is done with a slewing bridge shiploader. This novel type of loader provides for maximum ship coverage by using an elevating boom conveyor combined with a shuttling truss. The entire assembly is then carried by a slewing bridge. The shiploader has three-dimensional flexibility in a polar coordinate system while still maintaining a fixed feed point. This loader, therefore, affords economy in marine construction, conveyor feed supporting structures, and dust control, yet provides exceptional coverage.

The entire engineering and construction supervision of the bulk terminal is being performed by Soros Associates of New York, New York, and Robert and Company Associates of Atlanta, Georgia, who have combined their talents to provide Savannah, and the people of Georgia, with this valuable addition to its existing general cargo operations.

Qualey for Thailand

Charleston, S.C., January 28, 1969:—The South Carolina State Ports Authority announced today that John P. Qualey, Executive Assistant to the General Manager, will leave for Thailand tomorrow to assist that country in a study of its ports.

He will leave from Charleston Municipal Airport at 8:10 a.m.,

Wednesday, January 29, on Delta Air Lines for his flight to Bangkok, Thailand, via Atlanta, Los Angeles, and Honolulu.

The request for Mr. Qualey's services was made by the U.S. Agency for International Development for a transportation study of Thailand that will be made for AID under the coordination of Wilbur Smith & Associates.

Mr. Qualey, who also went to India in 1966 for three months at the request of then Secretary of Agriculture Freeman, will be part of a 12-man team studying Thailand's transportation systems. Other members of the team will study other modes of transportation. He will study the ports of Thailand.

The purpose of the study is to recommend a coordinated plan of transportation for Thailand which has experienced a fast growing economy and rapid growth in its transportation system in the past few years.

As a port operations expert, according to Wilbur Smith & Associates, Mr. Qualey will review Thailand's ports for future growth and capital needs, and also efficiency requirements.

He will be in Thailand for the month of February.

Mr. Qualey, who just completed his 20th year with the South Carolina State Ports Authority in December, was cited by the U.S. government for his service in India in 1966 for assisting in expediting the unloading of grain cargoes at India's ports, where famine conditions made it necessary to import huge quantities of grain.

Now in his 49th year of maritime operations, he is and has been for several years chairman of the Standing Committee on Port Operations of the American Association of Port Authorities and chairman of the Committee on Port Operations of the South Atlantic and Caribbean Ports Association.

Mr. Qualey was named "South Carolina's World Trade Man of the Year" in 1967.

He is a director of the Charleston Cotton Exchange; a past president of the Maritime Association of the

Port of Charleston; a past president of the Propeller Club of Charleston; and a member of the National Defense Transportation Association (S.C. State Ports Authority)

New Man in Tokyo

Los Angeles, Calif.:—The Port of Los Angeles is fast becoming the center of one of the greatest international trade zones in the world, according to Shoichi Akiyama, the Port's newly-appointed Japan representative in Tokyo.

Recent trade expansion between Southern California and Japan and other of the Far East countries supports this fact, the 41-year-old import-export authority said.

"Commerce with Japan already accounts for fifty per cent of Port of Los Angeles' business, and one third of Japan's total exports and imports to and from the United States go directly to, or leave from Southern California," Akiyama said.

"With its new facilities for handling bulk and containerized cargo, along with its plans for expansion and its key location, the Port of Los Angeles is certain to become the main port serving this great international trade zone," he said.

Akiyama, whose three-year contract with the Los Angeles Harbor Department was recently approved by the Board of Harbor Commissioners, has spent the past 15 years with Yawata Iron & Steel Co., Ltd. He succeeds the late Akira Ikeda as the Port's Japan representative.

Los Angeles, which became the first United States harbor to employ a Japan representative, has had offices in Tokyo for the past 11 years.

Trade with Japan has increased steadily ever since.

Cargo from the United States through the Port of Los Angeles to Japan has mainly consisted of iron and scrap, steel, borax and borates, cotton, iron ore meals and feeds, petroleum products and other bulk commodities.

United States imports from Japan through Los Angeles has included steel mill products, pipes and tubes, plywood, frozen fish, canned goods, plate glass, machinery, motorcycles and cars, musical instruments and

other manufactured products.

Akiyama expects trade between the two countries to expand even further for the benefit of both Japan and the United States.

He points to Japan's recent advances in heavy industries and chemicals, along with the growing demand for U.S. goods by the Japanese people and the enthusiastic acceptance of Japan-manufactured products by Americans.

Akiyama is a graduate of the Tohoku National University in the Sendai City of Japan, where he received a Bachelor of Law degree in 1953.

During his 15 years with Yawata Iron & Steel Company, he gained a through knowledge of ocean shipping, both import and export, serving with the firm's domestic and export sales departments.

In 1953 he headed the marketing, customer service and public relations division in the company's Los Angeles office. He was promoted to senior assistant to the general manager of Yawata in 1967. For the past year he has been assigned to the firm's export department in Tokyo. (Port of Los Angeles News Release)

ILA Strike

New York, N.Y.:—Longshoremen returned to work at five major ports February 22 but the nation's longest and most costly dock strike still had ports closed at Boston, Philadelphia and Galveston.

In New York, where International Longshoremen's Association (ILA) locals went back to work a week ago, waterfront mechanics and maintenance men staged a wildcat strike that was ineffective. Eleven-thousand longshoremen ignored about 100 scattered pickets and reported for work.

Longshoremen returned to work at New Orleans, Baltimore, Miami, Hampton Roads, and Port Everglades, Fla. After voting February 21 to accept new contracts, in some cases February 22, the Washington's Birthday holiday slowed port activity despite the backlog of ships to be unloaded.

The port of Philadelphia was shut down but the ILA has agreed



Mr. Robert E. Mortensen

to a new contract and the membership was to vote on it February 23. Ratification was expected. Negotiations continue in Boston and Galveston.

The strike, which began December 20, is the longest in U.S. maritime history and the costliest to the economy—an estimated \$2,000 million. At one time, 578 ships were tied up in every major port on the Atlantic and Gulf coasts.

The strike began to end a week ago when the New York locals reached an agreement with the New York Shipping Association which set the pattern for the industry. The new contract gave the dock workers \$1.60 an hour more in wage and fringe benefits during the next three years.

There also was a clause giving the ILA certain rights to repack containerized cargo if it had been packed within 50 miles of New York. This clause became a uniform demand of locals on both coasts but shippers balked and the strike was prolonged.

Even when agreements were reached, some segments of the ILA were unhappy. In the New York dispute, the mechanics and maintenance-men voted against the contract, which increased their base pay to \$4 an hour, and put out picket lines February 21. (Japan Times)

Officers Elected

Oakland, Calif.:—At its annual election of officers, the Oakland Board of Port Commissioners today (Jan. 6) named Robert E. Mortensen as president and Edward G. Brown as first vice president for 1969. William Walters, named to fill city councilman George Vukasin's vacancy last fall, was elected second vice president.

Mortensen was appointed to the board in 1967 by Mayor John Reading, and succeeds Peter M. Tripp, senior board member who just completed his second term as president.

The new president is a native of Oakland and a graduate of Oakland High School. He operates his own carpeting and upholstery firm in east Oakland.

Mortensen has compiled an extensive record of participation in civic and service organizations. He is a member of the Oakland Manpower Commission, the advisory board of Big Brothers, Fruitvale Lodge 336, Scottish Rite, and Aahmes Shrine.

He is past president of the Elmhurst Lions Club; past board member, Boy Scouts of America, San Francisco Bay Area Council; past board member, Green Cross; member of the City of Oakland's 1966 Finance and Employment Committee; and was co-chairman of the city's Job Fair.

Edward G. Brown is a practicing attorney. He received his law degree from National University in Washington, D.C., and practiced in his home state of Utah before coming to Oakland in 1945.

Brown was appointed to the port commission in 1963 and is a past president. His public service record started in 1951, when he was appointed to the Library Board, serving six years as a member and two years as chairman.

In 1957 he was appointed to the Oakland City Planning Commission and served as member, vice chairman and chairman of that body. He was subsequently named to the port commission.

A member of the District of Columbia, Utah State, California State and Alameda County Bar As-

sociations, Brown is also active in many service and civic organizations.

Brown has given years of service to both the Campfire Girls and Scouting, and has received the Charles Gulick Award and the Silver Beaver Award for his work.

Port commissioners are nominated by the Mayor of Oakland and appointed by the City Council to four year terms, as specified by the revised city charter. Appointments were for six years' duration prior to last November's election.

Commissioners serve without compensation and exercise general policy responsibility for all aspects of port operations, which include marine terminals, Oakland International Airport, a 400-acre industrial park and Jack London Square.

Other commissioners include realtor Emmett Kilpatrick, insurance broker, Peter M. Tripp, and attorney William Walters.

Intermodal Format

San Francisco, Calif., November 18, 1968:—A proposal to the nation's air, sea, truck and rail carriers and to shippers engaged in overseas trade to adopt a common format for most of their paperwork has been made by two leading industry organizations.

In a joint announcement today, the San Francisco Marine Exchange and the National Committee on International Trade Documentation of New York urged consideration of the simplified layout designed to allow all carriers, shippers and forwarders, banks and others dealing in trade documentation to standardize their forms.

The one-page, letter-sized form was developed by the San Francisco Marine Exchange at the request of the National Committee on International Trade Documentation (NCITD) and the Office of Facilitation in the Department of Transportation.

A similar government-industry effort three years ago resulted in the development of the U.S. National Export Format, which is now in use. The earlier layout was designed primarily for ocean carriage. The new proposal reflects recent

Marine Exchange Officers



SAN FRANCISCO—Happily acknowledging their election were 1969 officers of the San Francisco Bay Region Marine Exchange: Robert E. Mayer (left), who was reelected president, is Pacific Coast sales manager of Todd Shipyards Corp.; Rae F. Watts—treasurer (San Francisco Port director); Chr. Blom—1st vice president (president of Overseas Shipping Co.); Edward D. Ransom—2nd vice president (partner, Lillick, McHose, Wheat, Adams and Charles), and E. L. Bargones—3rd vice president (president, Transpacific Transportation Co.). Robert H. Langner will continue to serve as secretary and manager. The maritime leaders will guide the service and development programs of the 120-year-old Exchange, including operation of its shipping intelligence and navigational center, “red tape” cutting efforts, and channel and harbor improvements.

changes in the transportation industry. It could be used for inland domestic movements as well as international movements, and by all modes of carriers.

Use of the proposed form would permit “one-time” preparation of a document which could serve as a bill of lading while satisfying several additional paperwork requirements. The form would be duplicated for distribution to all those associated with a cargo movement.

The efficiencies offered by modern, high-speed transportation systems cannot be fully realized until delays associated with paperwork preparation are overcome. In addition, the use of common formats by land, sea and air carriers would reduce form inventories and printing costs and would cut expenses which result from clerical errors.

Alex C. Moshkin, San Francisco Marine Exchange facilitation chairman, noted that the proposal does not address itself to such questions as intermodal liability and the nego-

tiability of bills of lading. “We feel that as further changes occur in the transportation industry, this proposal will provide a base on which to build even more efficient documentation proposals,” he said.

Arthur E. Baylis, NCITD national director, said that paperwork associated with U.S. international transportation now costs an estimated \$5 billion a year. He said the proposed format represents a major step toward reducing those expenses.

Copies of the proposal are available from the NCITD, Suite 1406, 30 East 42nd Street, New York, 10017; and from the Marine Exchange, World Trade Center, San Francisco, Calif. 94111. (Marine Exchange of the S.F. Bay Region)

Oil Slick Slows Down

Santa Barbara, Calif., February 9:—The runaway flow of oil from a gusher in the Santa Barbara channel slowed considerably February 7.

There was no apparent reason for the decrease but it was welcome news for crews trying to plug leaking fissures on the ocean floor and for residents dismayed by the foul-smelling black crude oil that has fouled beaches for a stretch of nearly 30 miles.

Eugene Standley, staff engineer with the office of the Secretary of the Interior, said, “The flow from the well has decreased considerably.”

Standley estimated the flow was down from 21,000 gallons a day to 4,200.

As a result of damage to beaches, boats and businesses because of the oil slick, a \$1,300,000,000 damage suit was filed February 7 in Santa Barbara County Superior Court against operators of the faulty well—the Union Oil Co. of California and its three partners, Mobil Oil Corp., Gulf Oil Corp., and Texaco, Inc. (Shipping and Trade News)

Autos from Japan

(See photo on opposite page.)

New Orleans, La.:—The importance of Japan’s trade with the Port of New Orleans is vividly emphasized in this photograph, which shows hundreds of Toyota automobiles in the storage yards of Southern Service Company behind the port’s Nashville Avenue Wharf. Southern distributes Toyotas over a 14-state mid-continent territory. A full shipload of steel products from Japan is being discharged from the large bulk carrier moored at the open wharf nearby (top center); export grain for Japan in both cars and barges (lower left and lower center) is waiting to be handled through the Public Grain Elevator, and general cargo from two Lykes Brothers Far East Line freighters is being discharged at the line’s Nashville Avenue berth. Other items of interest in this intensely active scene are a container marshalling yard (lower left), a portion of which is leased to Lykes Bros. for their expanded container service; accumulations of container traffic at both lower and upper ends of Nashville Avenue wharf;

Henry Clay Avenue wharf shed (extreme top) with adjacent container marshalling area, and the port's frozen food handling facility behind the upper end of Nashville Avenue. (Port of New Orleans Press Release)

Port of New Orleans



Port Seminar

Tokyo:—Japan Port and Harbor Association (President: Dr. Chujiro Haraguchi) in collaboration with the Ministry of Transport, the Economic Planning Agency and the Asahi Shinbun (a leading Japanese Newspaper with its daily circulation about 6 million) held a series of public lectures on "Wide Range Port Development in Relation with Regional Economy" at the Asahi Shinbun Auditorium, Tokyo on November 8 and 9, 1968.

The public lectures were planned in celebration of the centennial of Meiji Restoration as part of the nationally organized program. The audience filled the capacity of 700 sheets of the hall.

Eleven experts representing the government, universities, local municipalities and other related organizations gave a 50-minute lecture each, which was followed by questions and answers. A panel discussion on "National Life and Port and Harbor" was organized for the second day with four renowned panelists including a lady critic.

Sister Port Show

Kobe:—The Port of Kobe back in May 1967 entered into sister port relationships with the ports of Seattle and Rotterdam.

With the purpose of letting its citizens in deeper on the meanings of sister port relationships, and combining introduction of the functions and relevant values of the two foreign ports, Kobe port will embark on a sister port exhibit at the Kobe Daimaru Department Store for six days on April 8 to 13.

To further spotlight the exhibit, representatives from the two foreign sister port cities will be invited. These people are to assist in such functions as seminars, lecture meets and consultative talks.

Main schedules of the exhibit include: airport seminars and consul-

tative talks with Kobe's economic circles on April 7 at Soraku-en, port and harbor seminar and lecture meet on April 9 at the Oriental Hotel in Kobe. (Shipping and Trade News)

Port Expansion Program

Tokyo:—The Transport Ministry's five-year program for improvement and expansion of port and harbor facilities is expected to have progressed 29.6 per cent by the end of fiscal 1969, the second year of the program, it was revealed January 21 by the ministry's Ports and Harbors Bureau.

The rate of 29.6 per cent indicates that the program has made steady progress, according to the bureau.

The program costs ¥1,030,000 million. Of this, ¥142,222 million was appropriated for fiscal 1968 and ¥163,010 million was approved in fiscal 1969's government budget program to be submitted to the Diet for approval.

Of undertakings included in the program, port and harbor expansion and improvement progressed 28.8 per cent (whereof 26.2 per cent was accounted for by the Tokyo and Osaka Bay Port Development Authorities), disaster prevention under-

taking and prefectural governments' port and harbor programs 34.2 per cent and undertakings for expansion of cargo handling facilities 30.9 per cent. Thus, they averaged 29.6 per cent. (Shipping and Trade News)

Container Terminal Taking Shape

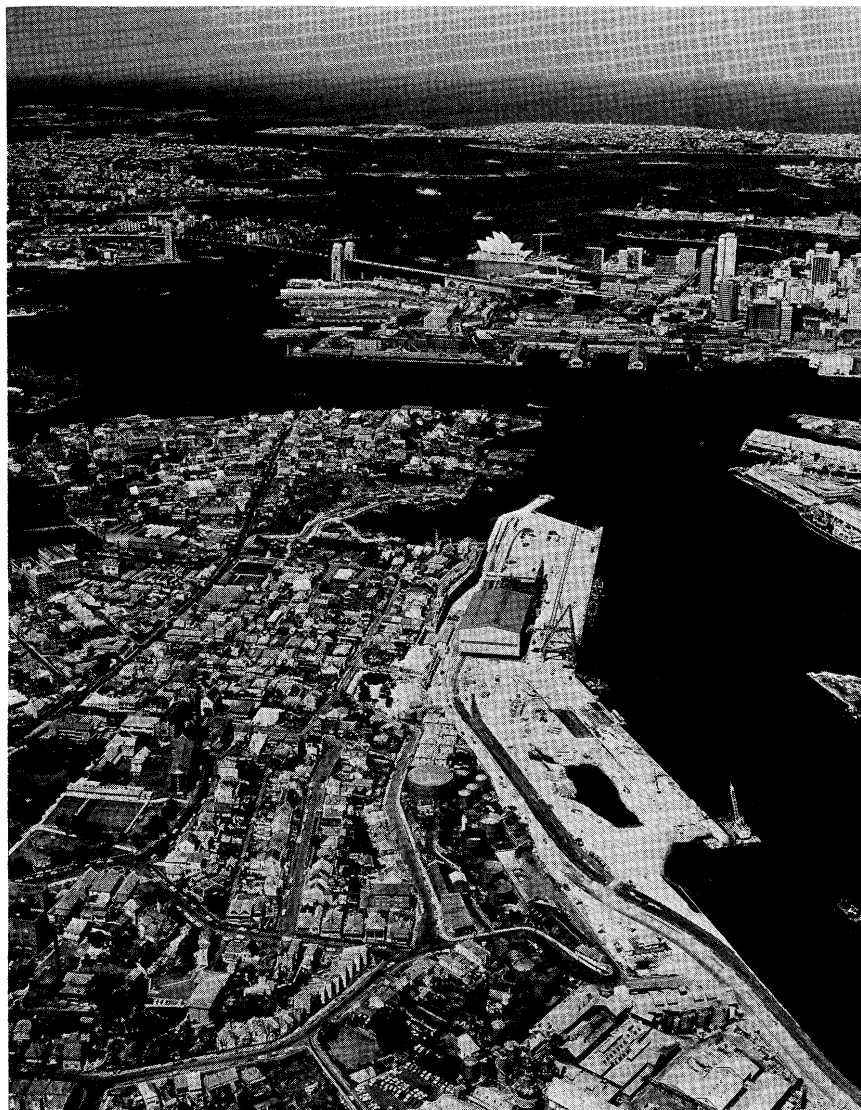
Sydney, January 15:—The eastern section of the container terminal complex at Balmain was handed over to the Maritime Services Board today, having been completed by the Board's contractor, Citra Australia.

Mr. W. H. Brotherson, President of the Maritime Services Board, in announcing this today, said that the area completed embraced 12½ acres at the eastern end and the contractor will have the 8½ acres at the western end of the complex completed before the middle of the year.

Mr. Brotherson said "A particular point of satisfaction relates to the large contract being completed according to the agreed time schedule."

He said that the eastern area is being leased by the Board to Seatainer Terminals Ltd. and will be ready for use when the first container ship arrives in March, 1969.

Port of Sydney



The western berth will be utilised as a general container facility and will be operated by the Maritime Services Board.

The first ship to use the eastern terminal will be the "Kanimbla" operated by Associated Steamships Pty. Ltd. and engaged on interstate feeder services and the first overseas container vessel is due to arrive at the terminal in April, 1969.

Mr. Brotherson said that the Maritime Services Board's expenditure in providing the whole of the Balmain container facilities would be of the order of \$12.0 million and Seatainer Terminals Ltd. will undertake the expenditure for the provision of mechanical equipment, shed

and associated buildings on its leased area.

The flat land required for the container terminal complex was provided by reclaiming into the waterway adjacent to the foreshore and Mr. Brotherson said that forty-four concrete caissons each measuring 50 ft. x 30 ft. were placed on the harbour bed in line to form the sea wall.

The area behind the sea wall has been reclaimed by using 300,000 cubic yards of sandstone obtained in the levelling of the hilly site and a further 500,000 cubic yards of material brought into the area from city excavations.

Mr. Brotherson said that the

Board's internal road system is in the final stages of completion and this and the Department of Railway's work will be finished next month. Apart from the two terminal areas of 12½ and 8½ acres for the eastern and western ends respectively, a further 6 acres making a total of 27 acres has been provided by the Board on the Balmain foreshore, the residual 6 acres being devoted to roads, rail and office and amenity buildings.

In order to provide access to the terminals, the Board bridged a stormwater canal running along the side of Robert Street for some 800 ft. leading to the entrance of the terminals to provide a 60 ft. wide carriageway to link the internal roadway in the terminal with the main road system at Victoria Road. (The Maritime Services Board of N.S.W.)

Ports & Shipping Show

Karachi:—A Ports and Shipping Exhibition was held at K.P.T. Ground, Karachi from 4th September to 10th September, 1968, in connection with the Celebration of Decade of Reforms and Development in the sphere of Ports and Shipping. The participants in the Exhibition were Karachi Port Trust, Chittagong Port Trust, Chalna Port, Marine Academy, Juldia, Pakistan Shipowners' Association, National Shipping Corporation, Controller of Shipping, Government Shipping Office, Karachi Stevedores Conference and Karachi Shipyard and Engineering Works.

The Ports and Shipping Exhibition highlighted the development made during the Decade. Models of the ships, Port's floating crafts, harbour facilities, charts, diagrams, etc. were exhibited by the participants in the Exhibition to show the Growth and Development of Ports and Shipping.

At the conclusion of the Exhibition, a Dinner was arranged by the participants. It was attended by high Government officials and others connected with the Ports and Shipping. (K.P.T. News Bulletin, Oct. 1)

Hualien Harbor

Taipei:—The Hualien Harbor on the eastern coast of Taiwan will undergo a \$1,500,000 expansion project starting July 1, officials reported January 29.

After completion in 1972, the officials said, the international seaport of east Taiwan will be big enough to accommodate four 15,000-ton ships and four 5,000-ton ships at a time.

Expansion project calls for the construction of 440 meters of deep-water piers, the dredging of 350,000 cubic meters of mud, and the broadening of waterway of 500 meters. (Japan Times)

Shutting Out Oil Pollution

Hong Kong, January 10:—The Marine Department will be prepared to meet any future threat of oil pollution in Hong Kong water. The Department is laying in large stocks of chemicals to break up oil patches. These chemicals, known as "emulsifiers" will be used with a system of "booms" to prevent patches of oil moving and spreading. "We require 10,000 gallons of emulsifier to be available for immediate use at any time," Mr. J. M. Ebbs, Principal Marine Officer, Marine Department, said today. The chemicals will be stored in key positions so that they could be brought to any oil-polluted spot speedily. "The booms can be used either to form a screen between oil patches and a beach or to surround a vessel leaking oil to prevent any oil from spreading," Mr. Ebbs said. "The problem of oil pollution is common to ports throughout the world. The Marine Department is constantly in touch with the latest developments for beating this menace," he added. Meanwhile, the Marine Department has enough emulsifiers in storage to handle any normal oil spillage. It has also set up an oil-pollution combat centre for better co-ordination among government departments involved. The centre is headed by the Principal Marine Officer. He will operate in liaison with representatives from the Urban Services Department, the Public Works Depart-

ment, the Fire Services Department and the Police Department. (Hong Kong Government Information Services)

East Lagoon Project

Singapore, Jan. 16:—In keeping with the programme of developing container-handling facilities at the East Lagoon, The Port of Singapore Authority has awarded the tender for the construction of two container berths and one feeder berth to Messrs. Taylor Woodrow International/Dillingham Overseas Corporation, which is a joint venture of British and American interest. The award of the contract, valued at S\$33.1 million, has been made after tenders had been invited in open international competition.

This contract, entailing the construction of 2,950 feet of deep water wharves, will be partly financed by the International Bank for Reconstruction and Development and partly out of the Authority's own resources. The award forms the major item of the S\$77.6 million port development scheme embracing the preparatory work of reclamation and dredging, the construction of deep water berths and providing land facilities together with the necessary equipment for container operations.

The preparatory works are now in a sufficiently advanced stage. The container berths will have 41 ft. depth at low water. The 700 feet feeder berth, with 34 feet of water alongside, will cater for transshipment vessels in this region. The first container berth, together with the feeder berth, is due to be completed by the end of 1970 and the remaining container berth, a year later.

Due to the ground conditions in the area, the wharves to be built necessitate a unique design. The major part will be the relieved retaining wall type of wharf, involving the installation of large diameter concrete cylinders, and prestressed piles. A diaphragm breakwater will also be built and continuous access will be provided from the land area to the berths.

The shore facilities, including the

utilisation of about 60 acres for the Container Terminal, will be progressively put under way. As container traffic will require time to build up, both the covered and open storage areas could also be used for conventional cargo in the interim.

The Authority is confident that it will play a major role in the handling of container traffic in the years to come and will be able to serve this very rich region as a major pivotal container port. (The Port of Singapore Authority Press Release)

Malacca Waterway

Singapore: — Japan, Singapore, Malaysia and Indonesia January 16 exchanged memoranda concerning their project to improve the Malacca Waterway to ensure safe passage by giant tankers.

The memoranda were signed and exchanged the same afternoon between the Japanese ambassadors stationed in Singapore, Kuala Lumpur and Djakarta and the three governments.

The undertaking will be handled mainly by the private Strait of Malacca Council with the cooperation of the Hydrography Division of Japan's Maritime Safety Agency.

The Koyo Maru, a 2,060-ton survey ship owned by the Japan Shipowners' Association, is scheduled to enter Singapore port Jan. 28 for a 45-day research and survey cruises ending March 15.

Under the memoranda the Japanese ship will be allowed to enter the territories and territorial waters of the three other countries.

The projected survey will therefore be made in the form of a joint project of Japan, Singapore, Malaysia and Indonesia.

Shipping countries have long desired safer passage for mammoth tankers through the Strait of Malacca. Not only is it shallow but reliable charts are lacking for the waterway.

Japan has felt the growing need for safe passage because more than 92 per cent of the oil it imports from the Middle East passes through the

Strait of Malacca.

Under the agreement the Koyo Maru will conduct a preliminary survey for dredging and other improvement work for the waterway at a cost of ¥120 million.

The results of the survey by the Japanese ship will be notified to the three other governments. Government officials of these countries will board the survey vessel whenever necessary. (Japan Times)

Port of Aqaba

Amman, Jordan:—King Hussein of Jordan January 30 opened major new installations at the Red Sea Port of Aqaba, including a berth for 50,000-ton ships, a power station, two phosphate stores, and roads and bridges.

The installations were built by the West German firm Ed. Zueblin of Duisburg, with Rendel, Palmer and Tritton of London as consultant engineers.

West Germany gave (\$9,840,000) aid for the project. German Minister of Economic cooperation Dr. Erhart Appler was at the opening and was awarded the Jordan Star Medal by the king.

The new facilities will enable Jordan to export 2½ million tons of phosphate a year. (Shipping and Trade News)

Nakhodka

Moscow:—Under an agreement reached here February 17, Japanese experts will study Soviet Far Eastern port facilities as one aspect of Soviet-Japanese cooperation to develop Siberia.

Informed sources said a delegation of Japanese experts is scheduled to arrive in the area in June and will conduct most of its studies in the Port of Nakhodka.

The agreement came after 11 days of talks here between Soviet officials and a Japanese economic-shipping delegation. (Shipping and Trade News)

Amsterdam Port Traffic In 1968

(Vereniging "de Amsterdamsche Haven")

Amsterdam, Dec. 20:—Even though exact figures regarding all kinds of goods and methods of transport during any one year are only known several months after that year ended, port authorities, who not only have their finger on the pulse of all that is happening, but who also have to make prognoses regarding the future, can usually make an educated and fairly accurate guess. Towards the end of each year many people are always pressing for these figures, as they need them for their own studies and decisions. We are therefore very pleased that the "Dienst der Havens en Handelsinrichtingen," (the port management) of the municipality of Amsterdam have released their estimated figures for 1968 today.

This prognosis is sufficient reliable not only for publication, but also to base some comments and conclusions on it.

The prognosis for 1968 is as follows:

Sea Navigation

In 1968 almost 800 more ships have touched the port than in 1967. Whereas this increase is mainly due to the greater number of small merchantmen (up to 3,000 BRT), the number of large ships that arrived increased at the same time to such an extent that the average size of the ships plying Amsterdam increased by 7%. In 1968 325 ships of a tonnage of over 14,000 BRT arrived, against 243 in 1967.

The total tonnage of sea-vessels using the port of Amsterdam will be almost 2,000,000 BRT more than in 1967.

Harbour Dues

The total of harbour dues paid this year will pass the record amount of f 6,000,000.—, an increase of 24% over the f 4,830,000.— paid in 1967.

International Goods Traffic by Sea

The transit traffic in general increased by more than 3,000,000

	1967	1968	Difference in %
Seaborne trade			
(based on 11 months)			
Number of seagoing vessels arrived	7,820	8,400	+ 7
Total displacement in 1000 NRT	12,678	14,600	+ 15
Average size in NRT	1,621	1,738	+ 7
International Seaborne Goods Traffic			
(based on 11 months, thousands of tons)			
Grain	2,748	4,100	+ 49
Ore	3,184	4,600	+ 44
Coal	733	1,500	+105
Mineral Oils	2,888	2,500	- 13
Other Bulk Goods	863	800	- 7
General Cargo*)	3,845	4,250	+ 10
	14,261	17,750	+ 24
*) of which timber	590	670	+ 14
International Goods Traffic by			
Inland Waterways			
(thousands of tons)	6,921	8,100	+ 18
International Rail Traffic			
(thousands of tons)	954	1,900	+100
International Road Traffic			
(thousands of tons)	914	1,100	+ 12

tons. The share of this in sea-borne traffic increased from 57% to 63%.

Transport of bulk goods also increased by over 3,000,000 tons. The share of bulk goods in the total goods traffic increased again, from 73% to 76%.

The amount of grain handled will pass 4,000,000 tons this year, a level never reached before.

The ore transport will also reach a record level this year. This must be mainly ascribed to the fact that the port of Amsterdam can now accommodate ships drawing 45 ft. When the works to adapt the Amsterdam-Rhine Canal for push-traffic have been completed, Amsterdam will be in an even better position to compete in this field.

The remainder of bulk transport shows a slight reduction.

The level of transport of general cargo has decidedly improved during 1968. The level reached in the record year 1964, viz. 4,231,000 tons, is being approached very closely and may well be passed. Even when the transport of wood (which increased by 14%) is discounted, the increase in the amount of mixed goods handled is by 10%. This increase occurred during all months of 1968. Obviously container traffic has contributed to this increase, but the traditional methods of handling general cargo also show a definite increase.

The development into an industrial seaport, which shows more clearly all the time, will continue to give further impulses to this sector of goods transport.

International Goods Traffic by Inland Waterways

Because of the very marked increase of transit goods traffic to the European hinterland, the traffic by barge crossing the border increased by 18% to a total of 8,100,000 tons.

International Rail Traffic

The volume of this traffic has neatly doubled. This is caused almost entirely by the increase of transport of ore to Western Germany.

International Road Traffic

The level of this transport passed the 1,000,000 ton mark for the first time ever, in 1968. The increase is by 12% to a total of 1,100,000 tons.

General Remarks

The year 1968 has been of exceptional importance for the port of Amsterdam. Few Western European ports will be able to show an equally important—relative—growth of goods traffic handled in 1968. In the absolute sense this is the greatest upward jump in the history of the port of Amsterdam. Up till now the biggest jump was between 1962 and 1963, when the total goods traffic increased from 12,200,000 tons to 14,500,000 tons. This time the increase is from 14,300,000 tons to 17,800,000 tons. Furthermore the prospects are better now than 5 years ago.

During the past 5 years the volume of traffic oscillated between 14 and 15 million tons annually. It is a great achievement that the port has now overcome this barrier.

It is not expected that this upward trend will again be interrupted. On the contrary, many facts point in the direction of a continued increase.

The new harbour mouth, the improvement of the North Sea Canal, the container terminal, the installations for roll-on/roll-off traffic and many new establishments for the handling of goods by the most advanced techniques, the development into a modern industrial port, all these improvements, upon which work was carried out for many years, now begin to show their first results.

The future of the port of Amsterdam may indeed be viewed with justified optimism.

New Bonded Warehouse

Antwerp: — The Antwerp city authorities have decided to set up new bonded warehouses in replacement of the existing buildings set up in 1902 which are no longer adapted to the requirements of modern cargo handling.

The new bonded warehouses will be built on a site of 25 hectares (60 acres), east of the sixth harbour dock in the immediate neighbourhood of the modern general cargo quays and the container terminals and directly linked with the main European highroads (E3, E10 and

E39). They will include four warehouses with a total covered surface of 10 hectares (23 acres), a warehouse for the national railroad company (2 acres) and 4 acres open storage area, as well as the necessary parking zones, roads and offices.

The warehouses I, II and IV will have a width of 60 meters and a length of respectively 336 meters, 408 meters and 288 meters, warehouse III will be 90 meters wide and 408 meters long.

The construction will start this year and will be completed within five years. (City of Antwerp)

Another Interest Bought

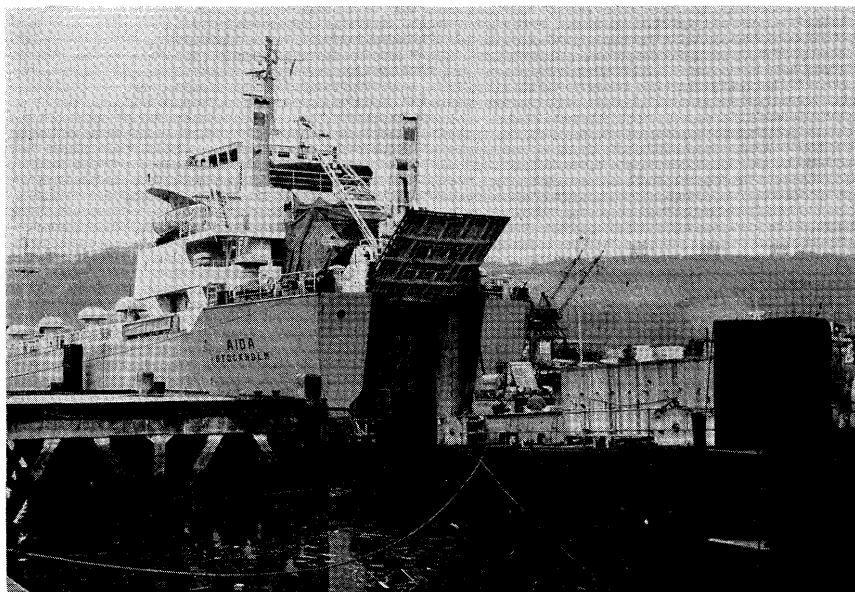
Liverpool, Dec. 9:—Only a week after purchasing the cargo handling interests of Scruttons Ltd. in the Port of Liverpool, the Mersey Docks and Harbour Board announce that they have bought Freight Conveyors Mersey Ports (Stevedoring) Ltd. and the transfer will take place as from 8th December.

This move brings the cargo handling organization of the Port Authority more than 500 additional dock workers and the total strength employed by the Board is now about 2,000 men. The result of recent extensions in the Board's cargo handling interests means that the berths now operated by the Board will be distributed throughout the port and will serve both the deep sea and coastal trades.

In addition to the Gladstone Container Terminal with its specialised equipment and berths in Birkenhead, the Board's operations will cover more than 30 berths in Liverpool.

The Director General of the Board, Sir Clifford Dove, C.B.E., E.R.D. said last night,—"The Board now employ the third largest dock labour force in the Port and are in a position to extend the high standard of operation already achieved. We are determined to offer port users and shippers the best possible service resulting from this enlargement of our cargo handling interests. I look forward to seeing a steady all round increase in performance during the next few months." (Mersey Docks and Harbours Board)

Port of Rouen



Imports of Wood Products

Rouen:—Unloading by roll-on/roll-off system took place in the port of Rouen which received on 29th January, for the first time, the car-ferry "Aïda" belonging to the Swedish Company Wallenius.

This ship is a unit of the line "The Opera Line". Some of this ship are already known at Rouen, like the "Bess". The Compagnie Générale Transatlantique is the general representative of Wallenius in France and the Société Jules ROY is its local agent and shipbroker.

The call of the "Aïda" is the first experience in France of transport by car-ferry of sawed-wood and wood pulp. The ship moored at the roll-on/roll-off berth n° 3 (Saint-Gervais docks) which was inaugurated in December 1968 by the car-ferry "Leopard" of the Normandy-Ferries.

If this call is conclusive, next unloadings could partly take place at the roll-on/roll-off berth n° 2 (Moulineaux).

For its first call, the "Aïda" had a loading of sawed-wood, wood pulp and resin. The sawed-wood represented 525 standards gathered by

hoop-iron. Every standard has a weight 2,290 t, i.e. a total weight of 1,200 t.

In the lower hold were 1,422 tons of wood pulp coming from Iggesund/AB. Trailers went down by elevators and loaded tractors waiting in the upper hold which is at the level of the bridge.

Besides 11 tons of resin in casks completed the loading.

This new technic inaugurated by the "Aïda" between Sweden and Rouen can reinforce the place of Rouen as 1st French Port for the imports of wood pulp and papers.

Near 600,000 t of paper wood, wood-pulp and papers were imported by Rouen in 1968.

For 6 kilos of paper used in France, one kilo arrives by the port of Rouen or is produced by the numerous firms in the surroundings of the port. Near 50% of newsprint used in France is produced by paper mills of Rouen.

At last, the call of the "Aïda" can be very interesting for imports of sawed-wood (31,000 t in 1968). A delegation of importers of Northern woods were present at the unloading of the ship. (Rouen Port News)

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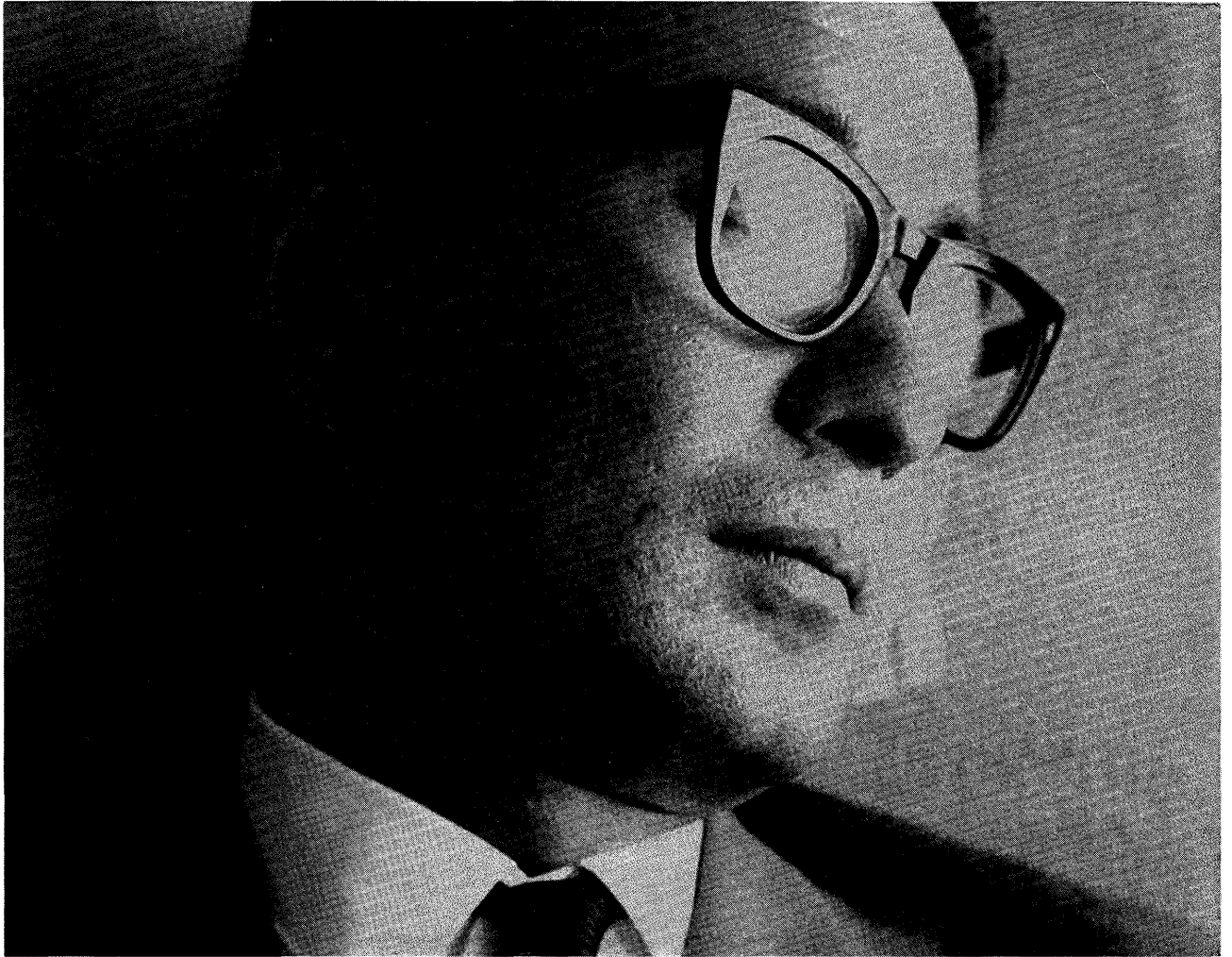
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