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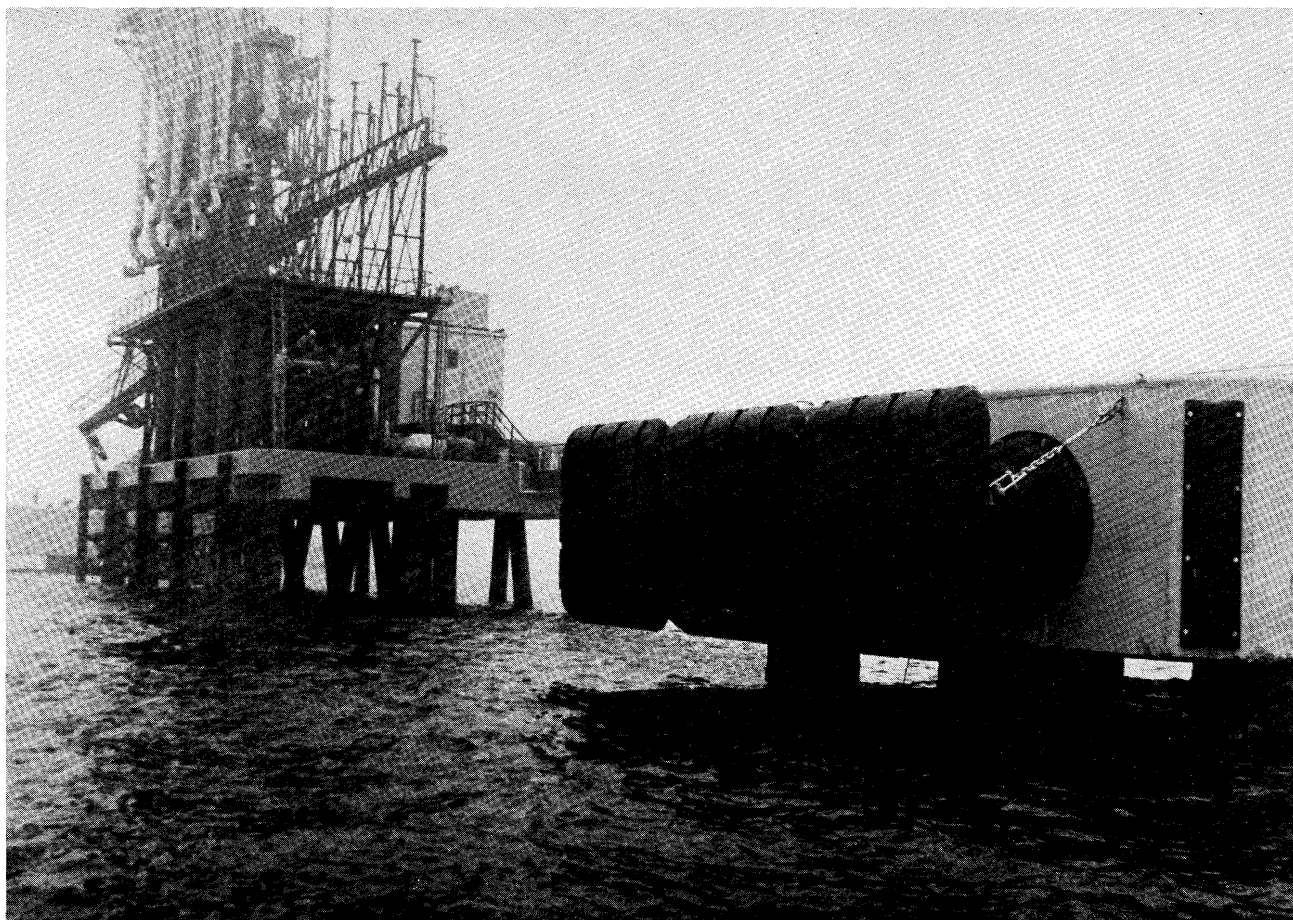
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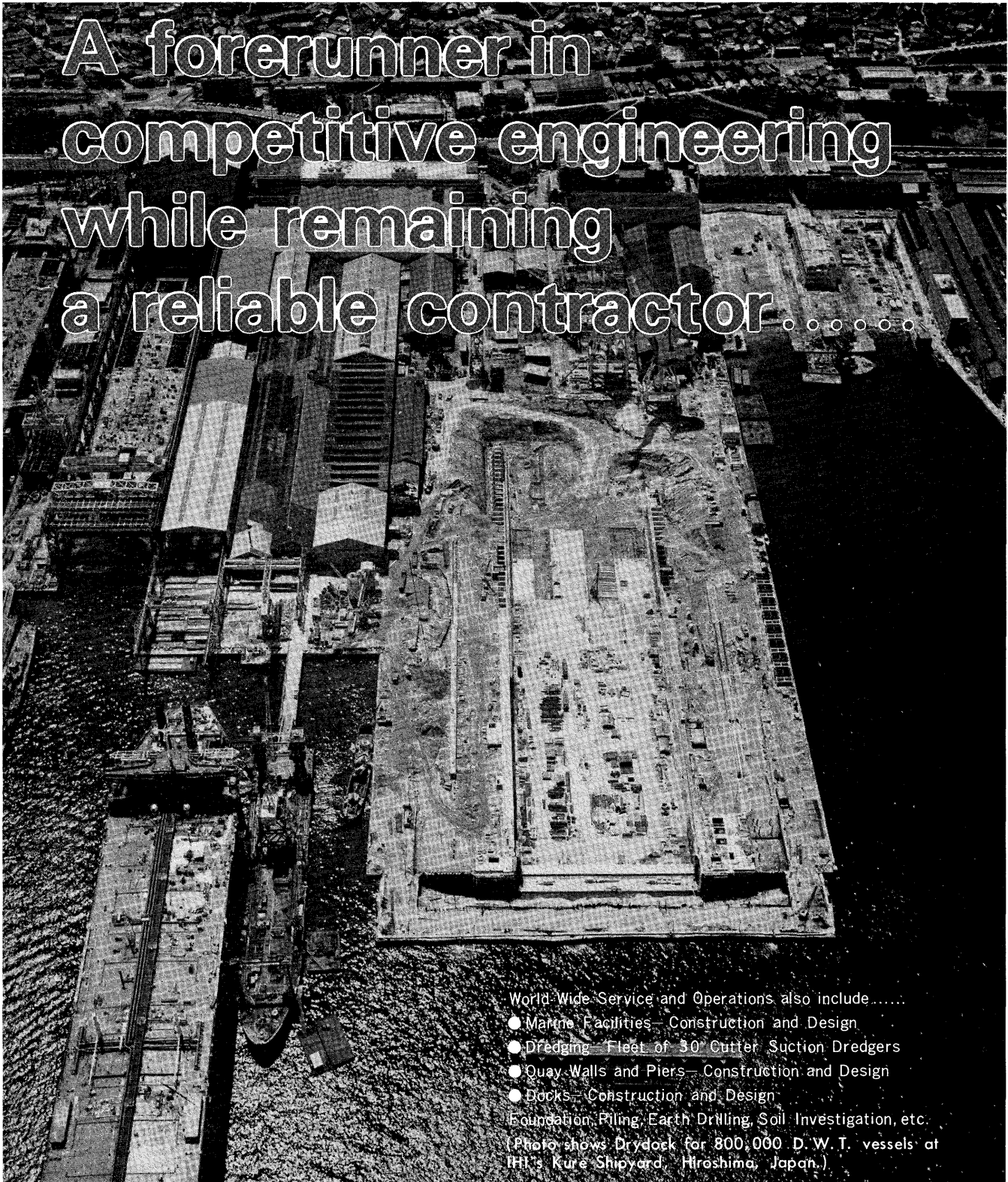
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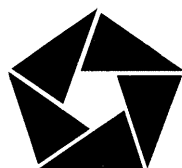
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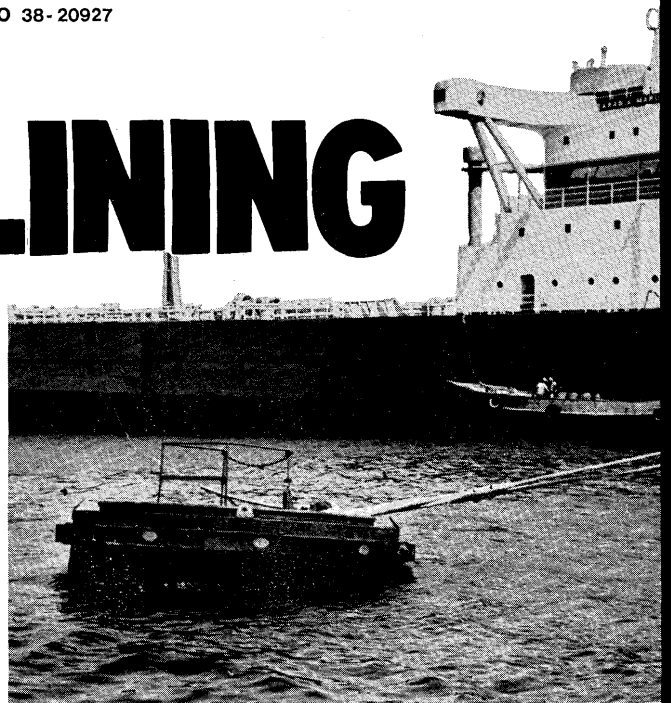
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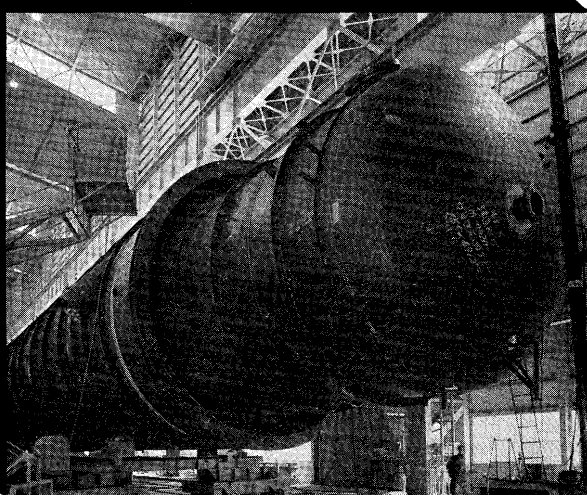
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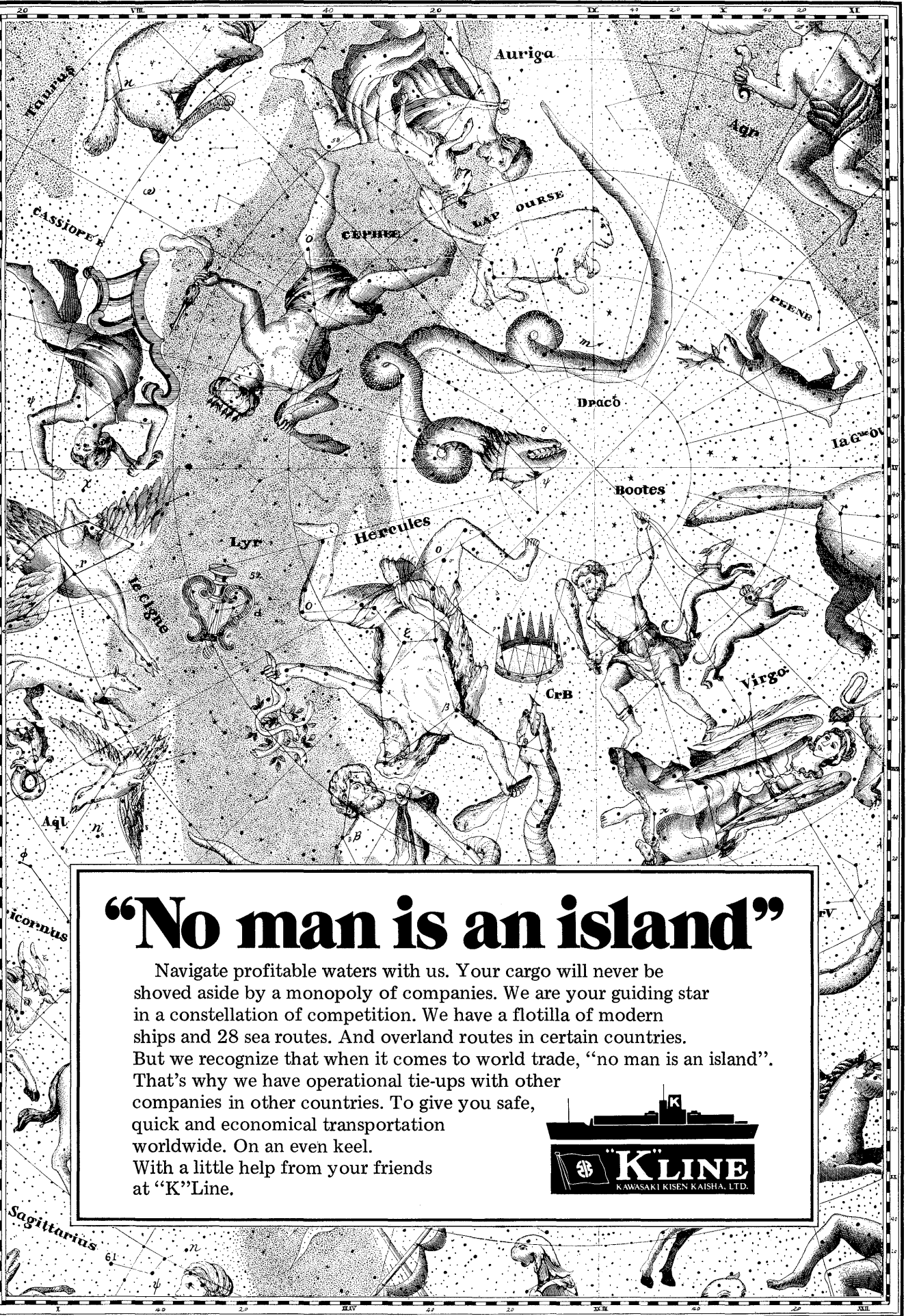
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The Cover :

**Photo shows English tugs, formerly serving on the River Thames,
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(3)

A FEW PRINCIPLES TO APPLY AND MISTAKES TO AVOID IN PREPARATION OF PORT TARIFFS

BY

F. K. DEVOS

CHIEF ECONOMIST
MARINE WORKS BRANCH
MINISTRY OF TRANSPORT
CANADA

"Rivalry between . . . ports should be to a reasonable and limited degree, and should be rather in efficiency and rapidity of working than in the provision of facilities or cutting of changes."

Sir Alexander Gibb

Those who keep up-to-date on port literature soon realize that even the most specialized and most prestigious magazines deal only rarely with rate-making. In fact, while these periodicals usually devote close and detailed attention to the various technical, administrative, organizational and navigational aspects, they only too often step lightly over the question of port dues and fees. Although this is to be regretted, it can be explained in several ways: rate-making is the result of a host of different factors, of the co-operation of several administrative sectors and of subtle negotiations with the users; it is essentially of a practical nature and hardly lends itself to the generalizations of commentators; and it is only too often influenced much more by tradition than by straight economic logic; finally, it must remain flexible enough to enable the port where it applies to combat competition and attract those industrial and commercial establishments to which it may lay claim. Therefore, this paper does not propose to deal with port dues as such, but rather to point out certain principles inherent in most rate-making systems. During the last ten years, I have often had occasion to note the usefulness of distinguishing between the true principles indispensable to rational rate-making and those which may only appear to be more or less desirable.

Before getting into the meat of the subject, it is no doubt useful to examine briefly the economic context in which the supply and demand of port services are generally situated. This economic context has very special characteristics distinguishing it from that surrounding most other economic activities that are generally better known.

Although it is obvious that one could easily quote exceptions to the following rule — and I believe these would be so few as to tend to confirm its validity — the authority offering a port, wharf, or other marine facility for the use of shipping enjoys a degree of *monopoly*; such monopoly is usually of a *benevolent nature*, and is normally exercised *without a direct profit motive*; it is *more or less perfect*, or perhaps even precarious, according to the type of goods

shipped, their volume, the routes they are to follow and the general evolution of transport technologies over time.

From the point of view with which we are concerned in this report, namely normal port rate-making excepting handling charges, the most important elements of this definition are those of the *non-profitability* (absence of a direct profit motive) and that of a more or less perfect *monopoly*. If there are some of us who still wonder why port operations are generally not profitable, in spite of the public favour which the principle of full cost-recovery by means of user charges currently quite rightly enjoys, it may be useful briefly to list some of the key factors of this non-profitability. We should note, incidentally, that these factors are for the most part as valid in the case of services offered by private enterprise as they are in that of services offered by public port authorities.

1. First of all, the monopoly itself already constitutes for the users and for public opinion, which can easily be alerted by the former, an assumption of "exploitation" by means of excessive rates. Thus put on the defensive right from the start of any negotiations, the port authority finds itself compelled to propose rates whose equity and moderation are immediately evident, which inevitably means rate levels well below those which a commercially profitable operation would normally require.
2. The extraordinarily high proportion represented in port operations by fixed capital and maintenance expenditures, combined with revenues per unit of traffic that are often extremely modest, leads inevitably to a situation where even a small decrease in traffic can absorb the modest profit which might have been envisaged when the unit rates were established.
3. The immobility of port facilities signifies long-term investments (from 15 to 50 years) while the technological progress in pipelines, railways, highways and aircraft, constantly threatens to challenge, reduce or even destroy the monopoly which shipping by water seemed to have. Moreover, this same technological progress can also create new competition within the water transport mode itself, as for instance through containerisation, roll-on roll-off, etc.
4. The relatively elastic nature of *demand* and the very inelastic nature of the *supply* of port services, particularly wharves, constitute a fourth reason for the difficulty of achieving operating surpluses. With the increasing tendency towards stabilization of employment by the elimination of casual work (decasualisation), this lack of elasticity invades even those sectors that are traditionally more flexible, i.e. handling and transfer services to and from the wharves. In turn, this inelasticity leads to some inertia in rate-making since the port authority is always concerned lest a rise in dues would lead to a loss of such a volume of traffic as to lead to a lowering of its total port revenues.
5. The low specific or intrinsic value of the great majority of goods shipped and received in our ports and harbours, as well as their generally essential nature to a healthy domestic economy and a favourable balance of trade, make it possible for port users to complain that the dues, even the most modest ones, still represent an appreciably larger proportion of their value than is the case with the higher value commodities generally shipped by other modes such as aircraft, truck or rail. The rate-maker thus becomes once again subject to pressures from users who demand dues sufficiently nominal to encourage the development or the mere continuance of those essential traffic movements.
6. Finally, the monopoly position itself held by the port authority is often very precarious, especially with regard to high-value commodities which are constantly being sought by competing rail, truck and air carriers. As a result, water carriers suffer relatively more from competition with respect to traffic that could bear relatively higher dues, while their monopoly applies more firmly to those traffic volumes that can only stand low transportation rates and port dues.

Having briefly reviewed the main reasons for the non-profitability applying to all port operations, it is perhaps interesting to add some reasons that apply more particularly to port operations in the public sector.

First of all, as the user is also a taxpayer and port facilities are often constructed partially or totally with public funds, it is easy for him to present the argument that he should be allowed somewhat to recover his taxes by paying lower rates than those which the cost would normally justify. Moreover, the user can generally show that his activity contributes indirectly to the stimulation of the national economy and directly to the State Treasury, enabling it *inter alia* to build and improve port facilities.

On the other hand, the design and specifications for most of the public wharves, sheds and other marine works, are often proportionately more costly than those constructed on behalf of private enterprise. This is mainly due to the fact that, on the one hand, the prestige of the state demands an exemplary quality of construction as to durability, safety, etc., while on the other hand the public nature of those harbour works requires them to be sufficiently large and versatile to meet a great variety of needs that are sometimes hard to identify when construction is initiated.

A third reason for the non-profitability of many public port works is that the latter are frequently established with a view to satisfying marginal needs while stable and remunerative traffic volumes have already resulted in the installation of more lucrative facilities in the private sector. In other words, the public wharf is often used only at peak periods while the private berths can avoid serving the less attractive kinds of traffic.

If, after this lengthy listing of factors hindering the profitability of port investment in general, and of public port infrastructures in particular, certain readers still had doubts on the subject, they are referred to the conclusions formulated a few years ago by the *Committee on Port Practices, Rules and Terminal Rates* of the *American*

Association of Port Authorities. In fact, that Committee, including eminent representatives of several large American ports who are members of that sister organization of the IAPH, established that in 1955 scarcely 11 percent of some 56 ports in the United States operating a total of 107 terminals, published at that time rates producing revenues equal or higher than the cost of financing, maintaining and operating their facilities. If we add to this finding the fact that in most cases this financing excluded the dredging of main channels and the construction of breakwaters, and that the majority of American port authorities are exempt from municipal taxes, we would no doubt be led to conclude that, without those indirect subsidies, practically no port terminal considered by this particular study would have proved profitable.

Elements of monopoly

But, one might ask, is this truly a monopoly situation, or even one of imperfect monopoly, if port operation is so unprofitable? The question is valid and deserves attention.

Here are the main elements of monopoly inherent in wharf operations: they generally require very heavy capital expenditures in the form of facilities and equipment which run the risk of becoming rapidly obsolete as the pace of technological progress accelerates; on the other hand, their revenue per unit transhipped is very small (often scarcely one two-thousandths of the value of the goods handled); they constitute the only means by which bulky low-value commodities can be shipped; these same commodities are quite indispensable to the continued health of a country's national and international economy; finally, and this applies particularly to heavily populated countries where space is rather scarce, sites suitable for the efficient establishment of new port facilities are generally in very short supply if not actually unique because they are determined by and have to satisfy a great number of requirements such as the hinterland, the distances, land communications, the availability of suitable soil conditions, the social, economic and political climate, access to navigable waterways, etc.

It might be noted that many of these elements of monopoly are precisely the factors that contribute greatly to the non-profitability of ports. In fact, only the state and a few large firms can afford to invest such considerable funds in operations which are so generally unprofitable.

The very special economic climate surrounding port rate-making, as we have just defined it, tends to dictate behavioural principles which it is useful to apply and others which should rather be avoided.

First of all, in my opinion, the port authorities should make rates in as commercial a way as possible rather than behave more or less like revenue officers. In this connection we are reminded that the latter's is the attitude of the holder of a *perfect* monopoly and that the port rate-maker only rarely enjoys that position. After all, it has often been shown that freely negotiated prices and tariffs, because of the economies of scale, etc. that may be involved, lead to higher through-puts so that both vendor and purchaser are better off. Finally, even revenue officers often prefer to come to an arrangement rather than "kill the goose that lays the golden eggs."

Arising quite naturally from this first guiding principle, other broad procedural guidelines would appear to commend themselves. Thus, the port rate-maker will prefer consultation to the fait accompli, equity to arbitrariness, compromise to humiliation of the user, flexibility to dogmatism, commercial common sense to traditionalism, subtle persuasion to shock treatment and sophistication to over-simplification. He will encourage private enterprise rather than interfere with it, without however neglecting the interests of his port.

In order to be really efficient and to avoid poor investments as much as possible, rate-making must, of course, also form part of any planning of new or modified port facilities. Thus it forms an integral part of what the World Bank calls its "Pre-Investment Services."

A few technical principles

Having outlined its economic context and indicated certain key ideas of practical behaviour which should govern port rate-making, we must now touch briefly on a few principles which are of a more technical nature but nevertheless of considerable importance in my view. These are *equity*, *stability*, *clarity* and *uniformity* and their respective limits within the *form* of the rates; and the degree of *recovery of total costs* and *uniformity* determining the *levels* of dues collected in various ports coming under the same government authority.

I. THE FORM OF THE RATES

Equity or non-discrimination towards the users in the *form* of rates is obviously dictated by the consideration that the authority has a certain monopoly and that often some of the taxpayers' money has been invested in the port facilities. On the international level, equal treatment is stipulated by the trade agreements and by the spirit of the United Nations Charter. It goes without saying that proper enforcement of this principle rests on the principle of publication of rates. However it is generally admitted that the port authority has the right to sign special agreements which may depart from the latter principle for commercial reasons. The same kind of derogation exists, for instance in Canada, with regard to the publication of statistical information concerning a single company.

The principle of equity also has its limits. Differential treatment at the port level may come in three main forms: special rate-making according to the flag, according to the persons concerned, and according to routes and commodities. In other words, the authority may fix rates differentiating between users according a) to the country of registration of the vessel, b) the identity of the carrier, the shipper or the agent and c) the origin, the route, the destination, the frequency of use and the type or volume of the commodities involved. If those elements involve unequal conditions, the principle to be observed is that *there is no discrimination as long as the differentials are supported by differences in cost*. The General Agreement on Tariffs and Trade (GATT) specifies that differentials are permitted when they are based exclusively on the economic operation of the means of transport. Obviously, this kind of justification concerns directly b) and c) above and not a), as the vessel's flag usually has no connection with the cost created by the vessel to the port at which it calls.

We may therefore say that the port dues should not include any discrimination based on the country of registration of the vessel. As for differential treatment in terms of persons (b), routes and commodities (c), such differences should always be based on real differences in the costs of operation and ought to tend towards ensuring the best possible utilization of the existing facilities.

Stability and its limits

To avoid difficulties and even the possibility of serious upsets in trade relations, it is also essential that the users have a certain degree of certainty as to the rates which they will have to pay with respect to the transactions which they might conclude within the coming weeks or even months. Indeed, if the port user charges represent a large portion of their costs, they would appear to be entitled to as much as six months or a year's notice before the putting in force of substantially higher rates.

Normally, the stability of rates is simply a question of convenience for the users in general, but it is perhaps interesting to note here that it has in the past been necessary to call on that particular principle in order to enforce the principle of equity. Towards the end of the nineteenth century, at the time of the unbridled competition between the railways, certain so-called "midnight tariffs" were put into force for a single day in order to favour a particular shipper, thus respecting the letter if not the spirit of the principle of non-discrimination in rate-making.

It goes without saying that certain limits are set to the principle of stability by the need for equitable recovery of port operating costs. Indeed, changes occur constantly in the respective costs resulting from various types of traffic and it is indispensable, according to the principle of non-discrimination described above, that such changes be reflected in the respective dues charged to the various users. If periodic rate reviews are thus amply justified, a wise rate-maker will temper them, however, by preliminary consultation rather than suddenly proceeding with increases that would deny the minimum degree of stability to which users are surely entitled.

Simplicity and its limits

A complicated and ambiguous tariff could be another device whereby an unscrupulous authority might discriminate unjustly between users, or charge them excessive rates when circumstances permit. A certain degree of clarity and simplicity is therefore indispensable in all port rate-making designed to abide by the principle of obvious equity.

On the other hand, here again, there are limits to be observed if the port authority is to avoid falling into the opposite extreme. In fact, certain users could be tempted to try and benefit from the fact that the more simplified a rate structure is, the more it tends to be established in terms of the weakest common denominator, that is the dues must be structured and priced low enough not to create exaggeratedly onerous charges for those traffic volumes that are less capable of bearing port costs.

A certain degree of sophistication is therefore necessary if the rate-maker wants to ensure equitable treatment for all users in terms of the various costs which their respective traffic flows create in the operation of the port.

Uniformity in the structure, and its limits

The users of world ports would find themselves burdened with a considerable amount of useless work if each port authority were to use a different terminology and unit bases in its tariff, and presented them in completely different forms. In fact, many tariffs and regulations are established on the model of those of the oldest port authorities, particularly European, and it can therefore be said that there already exists a certain measure of uniformity in the structural presentation of port tariffs throughout the world. During the past few years the Terminology Committee of the Canadian Port and Harbour Association has done some excellent work in encouraging a more uniform or, at least, a less contradictory terminology throughout this country.

Although that work has been very useful, it should not be forgotten that conditions vary from one port to another and that uniformity in the structural presentation of regulations regarding port dues must reflect truly identical conditions. In other words, as was stated by the abovementioned committee of the Canadian Port and Harbour Association, it is not so much a question of achieving full uniformity as it is of avoiding contradictions.

II. THE RATE LEVELS

The level of port charges depends mainly on the degree to which cost recovery is being sought either by the port authority itself or by the higher authorities to which it reports. According to the principle of the *Frees Formula*, conceived as we know in California in 1947, such cost recovery ought to be complete and should if possible leave a surplus. We have already seen that, in spite of this fine principle, among a total of 56 ports in the United States studied by the American Association of Port Authorities in 1955, only 1 out of every 9 published tariffs ensuring such recovery, and that *without* taking into account the costs resulting from dredging and breakwaters. In 1962, the Rochdale Report recommended similar criteria in the United Kingdom but by June 1964 the *Institute of Transport Journal* noted that none of the ports studied had reached that goal. In 1969, British ports finally realized that this principle was causing them to lose ground to the competition of more aggressively financed Continental ports.

On the other hand, most countries today accept the principle that all traffic should bear, at least *as much as possible*, the costs for which it is responsible and that subsidies should therefore be kept to a minimum. It goes without saying that, while this principle can be applied with ease in the case of the establishment of new port facilities, it can be enforced only very incompletely in the case of rate-making concerning port facilities already in existence and which can often be used only if dues are set below profitable levels. For this reason, a port authority should always have its rate-makers participate in all negotiation preceding planning and construction of new facilities. As a matter of fact, only at that transitory stage does the port authority enjoy a certain degree of monopoly and can it make sure that its proposed investment will not create a burden on its resources.

Uniformity of levels and its limits

While there is admittedly a need for a certain uniformity in the general presentation, terminology, etc. of tariffs of dues published by the various port authorities in the same country or in the same region, uniformity in the *levels* of these dues must be approached much more carefully. One could no doubt apply full uniformity of rates wherever circumstances are identical, or almost so, but it does not seem that such is often the case. And, according to the principle of non-discrimination, a port authority should obviously not charge dues identical to those levied in a rival port if, because of different circumstances, its real costs were higher.

As a second argument against uniformity of rate levels being carried too far, it could be pointed out that general increases in uniform port dues are not only more difficult to put into effect but also much harder to justify because increases in the costs of operations and harbour improvements generally do not occur uniformly throughout the country. Rate uniformity would thus tend to delay the general increase until such time as the most efficient port had seen its costs increased to the point where the desired revision would become justified. By that time, of course, costs in less efficient ports or in ports offering better services often could already have reached a level justifying a second or perhaps even a third local increase.

However, in no case should a lack of uniformity in rate levels become an excuse for excessive competition between rival ports. In that regard, guidelines set by the country's national transportation policy concerning user charges and minimum cost recovery requirements may prove quite valuable in preventing some over-enthusiastic port authority from endeavouring to "buy traffic" with public funds. In other words, as the former commercial manager of the port of Manchester once put it to me, the port rate must represent a price for the sale of services, never a price for the purchase of traffic.

Conclusion

In closing, the question arises whether rate-making for port services follows certain well-established principles and whether it can be practised as an exact science by means of which a well-trained ratemaker could avoid making any mistakes at all? Of course not. And one of the purposes of this paper has been to emphasize the fact that, even though many excellent principles should inspire and guide all harbour rate-making thereby giving it every appearance of a scientific discipline, these same principles are often mutually contradictory and therefore demand a considerable degree of good, sensible judgment on the part of port authorities. In my view, it is precisely this judicious blending of the numerous and often contradictory principles involved that requires the greatest skills of the port ratemaker and, in effect, raises his activity to the level of a true art.

Unfortunately, the scope of this paper did not lend itself to inclusion of several other aspects of port rate-making that are also very interesting such as the question of deciding at what administrative level it should be formulated and approved; to what extent certain loss-producing rates could be justified by the secondary economic advantages due to the traffic which they render possible; the general attitude of the public authority's rate-maker vis-à-vis private port operators, etc. This therefore completes the few remarks which I have had the honour to bring to your kind attention.

WORLD PORTS – WHAT PRIORITY?

BY

JOSEPH L. STANTON

EXECUTIVE DIRECTOR
MARYLAND PORT AUTHORITY

As we gather here in Montreal in global conclave in these times of daily crises and great uncertainties, all of us, no matter what country we come from, must increasingly feel the closing proximity of our neighbors – whether our borders be land or sea.

Indeed, the very fact that there is now an active and growing International Association of Ports and Harbors confirms this global brotherhood.

But if our times have brought us in closer relationship to each other, the reason for our interdependence is as old as man himself. It is the flow trade among the nations of the world. All of our hopes and despairs, all of our triumphs and disasters have their roots in trade between people.

This trade continues to grow at an impressive rate as populations increase, new nations emerge and the ambitions of a better life for all men expand into realities.

In 1969, trade between the nations of this earth amounted to 273 billion American dollars. As it has been, is now, and shall be in the foreseeable future, the vast bulk of that trade is handled by water transport. In 1969, waterborne commerce reached the huge level of 2,257.5 million metric tons.

Therefore, trade holds the key to our future as it has in the past; trade is dependent on ocean commerce and ocean commerce, in turn, is largely dependent on the seaports of the world.

This brings us to the subject at hand.

How important is sound, progressive seaport development to the economic and material progress of the countries of the world? A specific answer obviously is not possible but it is no exaggeration to state that ports are basically essential to man's growth and, in some areas, to his very survival as an economic entity. Therefore, it is logical to ask whether the ports themselves can survive and grow.

Considering the enormous expenditures in new port facilities since the end of World War II, this may appear to be a rhetorical question. All who have had the opportunity of touring the imaginative new waterfront facilities at Rotterdam, the giant container terminals in New York, or the new port development in Antwerp, Tilbury, Yokohama, Marseilles or a hundred other ports can be excused if we harbor the thought that these are indestructible institutions growing and expanding in geometrical pattern almost without end. How can we discern a reversal in this great international development program? But we suggest that there is, indeed, a trend which if allowed to mature without carefully-reasoned controls, can impede, possibly halt, or even reverse the progressive port development now being advanced around the world. As we have suggested in the title of this paper, it is timely and pertinent to ask, "World ports – what priority?"

Over the past several decades, this question has been answered in the affirmative and with very high rating. We would now like to present reasons why it may be much more difficult to develop such an affirmative response in the future. We believe that those reasons are three in number – namely, national priorities, environmental pressures and governmental programs.

It is apparent that there is a close interrelationship among the above three areas. For instance, matters of environment are obviously matters of national priority and part of government programs. Conversely, national priorities affect government programs and determine the emphasis for or against environmental approaches. However, there are distinctions and there are reasons for examining each as they relate to and impact port development.

Concerning national priorities, the post-World War II period found governments around the world dedicated to massive rehabilitation programs. Limited only by their national resources but spurred on by national pride and a need to reconstruct, massive programs in highway development, housing, hydroelectric power, construction of public buildings along with port development were undertaken with constantly accelerating speed. Ports were rebuilt

and new ports were brought into being without stop and with little question. It was universally accepted that the improvement of ports was in the benefit of the citizens of our respective countries and rightfully an integral part of any major public works program.

If there is anyone here today who feels that the same sense of priority for port development exists on the same levels as ten or even five years ago, it would be necessary to conclude that his circumstances are not typical of the growing pressure facing the majority of nations represented at this conference. We are now in an age where national priorities are being closely reexamined. The higher the stage of national development, the lower future public works development would appear to be accepted. In my own country, for instance, the national highway program which just ten years ago was considered a laudable and highly beneficial goal is now being questioned and criticized. Highway builders are in deep confusion as to the future of their industry. Even in the field of critically-needed power, the attempts by the utilities to develop additional facilities, particularly nuclear plants, are meeting strong opposition. There is a sense in my own country that from the standpoint of physical and commercial development, we may have reached levels beyond which the rewards are far less satisfying than the price to be paid.

It appears that all governments are beginning to searchingly consider the limitations of their total resources. They are establishing new and, in some cases, unprecedented national priorities. All of us are familiar with the development of this basic economic analysis in the United Kingdom and the resultant conclusion that ports are a national resource and should be treated as such, and that costly port competition and its bearing on the national benefit is open to question.

It is to be expected that countries which are still attempting to reach levels of industrializations and standards of living already held by others may look more favorably toward the public works approach, but it is strongly indicated in the more developed nations, port development will have a harder struggle to attract attention and funding in the future — if such is not being experienced today. The recent experience in the Netherlands, which has astounded the world with its postwar development programs, may be used as an example. Even here, where dependence on world trade is paramount, decisions have been made in respect to limited development at a port such as Amsterdam, where it was decreed that while a refinery can be built in the Amsterdam area, the importation of raw petroleum must be through Rotterdam. Further, serious questions had to be answered on the capability of the continued development of the ports at a time when the nation was heavily committed to the Delta project.

In the United States a critical issue of tomorrow from a seaport view will be whether the Federal Government will continue to spend substantial monies in dredging deeper channels to all of the major ports based on the economic benefit ratios of the past. Indeed, this system has already been adjusted so that other criteria, such as area priorities, are to be considered for channel applications. There are many who believe the 50-foot channel now authorized for my home port of Baltimore will be the last such major project. The Corps of Engineers and special commissions established by the President have begun to raise the question of regional port development to minimize Federal expenditures. A national review on use of the coastal areas was inaugurated and the thrust of its earlier findings would indicate a cutting back of Federal funds to be expended on port development.

Some of the thinking here parallels that of the United Kingdom where it was suggested that there had been overdevelopment of ports under the existing competitive system and that natural resources should be better channeled through regional development or through selective development of ports.

There are other examples, but in summary on this point I think it is conclusive that the future will find national governments reexamining their own commitment and the commitment of local areas to port development, with the thought of better utilization of funds in the hope that the total can be reduced.

While reallocation of national priorities may be a stern test of the ability of ports to continue expansionist programs, the pressures for upgrading environmental conditions is a far more immediate and critical matter. On an international scale, people are becoming increasingly aware of and concerned with the environment in which they live. Their concern is understandable and their cause is just. However, as inevitably happens with major popular causes, the pendulum of opinion swings strongly and erratically. As a result, ports have become favorite targets of the anti-pollution forces.

Being busy commercial centers and being interchange points of cargo, as well as fueling sites for vessels, ports are particularly sensitive to pollution — real and potential. Indeed, no other single act of pollution has so aroused the world as oil spills by ocean-going tankers.

Such is the concern over future such occurrences as the TORRE CANYON disaster that development of critically needed deepwater ports for importation of bulk materials may be jeopardized.

The United States is a leading case in point. The country faces shortages of home-produced petroleum and forecasts indicate an increasing reliance on overseas sources. The economics of international transfer of bulk liquids dictates that they be moved in supertanker-type vessels, yet there is no port in any coastal region of the United States which can receive even those vessels now in service, much less those under construction and on the drawing board.

There is no question that the economic need exists. Economic needs, however, are being relegated to lower echelons of importance below social needs of which environmental control is now a leading factor.

In fact, the effect of the new priorities are not in the distant future but are apparent today. The development of a vitally-needed deepwater port for the accommodation of bulk carriers in the 200,000 ton plus range to serve the densely populated region of northeastern United States has been stymied; construction of a canal across Florida has been halted despite considerable construction already completed; and the \$100 million improvement program to the Chesapeake and Delaware Canal, more than 80% completed, has been permitted to proceed only with restrictions that may impair seriously its eventual utility by the maritime industry.

This movement affects port development of much more modest scope than deepwater ports. Almost every major port in the United States and, I would suspect, in other areas of the world, is now facing and will face problems of overcoming popular opposition to economic disposal of waste materials from dredging projects. Even non-economic methods, such as disposal in deep ocean waters, is creating public outcry. Parallel to this public attitude is concern over the effects of ships passing through waters to and from ports and the disposal of sewage, dunnage and other unwanted debris.

The industry must face the hard fact that ports are considered heavy industry and, for many environmentalists, are high on the list of the most undesirable of these industries. Moves are already under way which would include environmental and social impact as the criteria for awarding permits and approvals for the expansion of port facilities or the development of new port facilities. No longer can ports work beyond the protection of commercial benefit to an area. They must be prepared with imaginative programs that will develop protections against all types of pollution, including pollution of water and air. For many port managers, this is a new and foreign field and not part of their professional backgrounds. However, all industries are now being forced to adjust to these new conditions and the ports must keep pace.

The third area which could have a retarding effect on port development is a trend toward governmental reorganizations which would place port development and management under broad transportation or economic control agencies.

Recently, in my own port of Baltimore, the marine industry suddenly became aware that practically every steamship using the Port, as well as every supplier of fuel oil, was in violation of State Health Department regulations prohibiting sale or use of fuel with a content of more than one percent sulphur. Exemptions to sale and use of such fuel were speedily granted, but it was significant to note that Health Department officials admitted that in promulgating the regulation, the requirements of the marine industry were "not even considered."

Traditionally, port agencies have enjoyed a certain unique autonomous or semi-autonomous stature. The Port of London Authority is a corporation-type structure created by Parliament. The Port of New York Authority is an almost totally autonomous bi-state agency whose creation was blessed by the Congress of the United States. Other agencies, such as my own, have been autonomous state, city or county organizations.

Until recently, it has been generally accepted that port development and management were more oriented toward the world of commerce than the field of government. Because of the necessarily close relationship between the port agency and private steamship lines, shippers and maritime firms, it has been felt that port managers should have freedom not normally enjoyed by other governmental bureaus and departments. This freedom has normally extended into personnel management and selection, financing, planning and, in many instances, not only the development but the operation of port facilities.

It can be fairly stated that this latitude was a key factor in the ability of the ports to accelerate their reconstruction and expansion following World War II. It has also developed frank respect and a cooperative attitude between the port agencies and the private maritime industry.

Recently, however, the trend has shifted. In the United States, legislation has been introduced and, in some states, has been passed, incorporating port agencies into departments of transportation. The Maryland Port Authority, which I represent, will, effective July 1 of this year, lose its identity as an Authority and become the "Maryland Port Administration," a line department of the Maryland Department of Transportation. As such, control of its funds and its planning will pass from the Authority to a new Department of Transportation.

It would be premature to assess the impact of this change. However, the success of the authority or commission concept of managing port development is well documented. The case of Maryland is but one of many now being contemplated throughout the United States. Part of the impetus comes from the need of cities and states to develop additional income. Legislators cast covetous eyes on revenues generated by port facilities. At the same time, they are well aware of the substantial amounts of money which have been expended on these facilities over the past several decades.

Referring back to the matter of priorities, many feel that other areas such as social welfare and education should receive greater attention than port development. One way of assuring this is to fit the port program into a larger bureaucratic control structure.

On a national level, we have seen this program implemented in the United Kingdom. Our host country of Canada has also worked with this type of program on a national scale.

Once again we are faced with the problem of attempting to foster port development against the needs of what previously had been considered unrelated projects such as road building, construction of school buildings and

expenditures for social welfare. This places far greater pressures than ever known before on the ability of port management to uphold the pace of port development.

In summary, we in the port industry must recognize that serious adjustments may well be required in the decades ahead if we are to survive as dynamic and viable entities. All of us recognize the essential requirement in our ports to carry out major development in order to meet the needs of the fast-changing maritime industry. It is apparent that the efficiencies and economies to be generated by ships of radical new size and design, of cargo-handling methods, of inland transportation innovations and widespread advances in general technocracy applicable to the industry cannot be realized if we are unable to keep pace with the development of new port facilities essential to accomodation of these changes.

It appears that we must now address ourselves to convincing growing numbers of people in their official and private citizen capacities of the need for continuous port development;

That we must recognize that in the matter of national priorities we may not be as high on the list as we once were and as we ourselves might feel we should be;

That we must face and refute the contention of many well-meaning citizens and groups that ports are unnecessary evils which in themselves contain the seeds of pollution and contamination; and, finally,

That we must be prepared to work within governmental frameworks that are new, strange and, possibly, inhibiting.

This is not to say that we cannot continue to service our marine industry, our regions and our countries as effectively as we have done before. But it appears that to do so will require a change of attitude, of evaluation and approach. It may well mean that the social economist will play as large a role on our staff structure as the construction engineer. It could be that environmental critieria will become as important to us as commercial intelligence data.

There is little question but that this may well be frustrating for people who have been dedicated to the basic task which is outlined at the beginning of this brief presentation — namely, to maintain and accelarate the exchange of products around the world.

But if all corners of the world are our areas of interest, then we must indeed learn to live in and accommodate our operations to the world as it presents itself from year to year and decade to decade.

If we can accept the axion that the vast flow of products moving in world trade between our nations are, in themselves, eloquent ambassadors of peace and good will, our common dedication has significantly added impetus far beyond commercial benefits.

Thank you.

(5)

THE SIMPLIFICATION OF PORT CHARGES

BY

J. R. SAINSBURY

DIRECTOR OF MARINE AND HARBORS
SOUTH AUSTRALIA

The advent of containerization, unit loads, door-to-door freight services and other modern methods of through cargo handling have rendered the traditional methods of revenue collection of most port authorities out-of-date, cumbersome and anomalous.

In former years, when the pace was slower, it was acceptable that a ship-owner should pay light dues in respect of the navigation lights used by his vessel, conservancy dues for navigating the dredged channel into a port, port dues or tonnage rates for the berth occupied and that the owner of the cargo should be billed separately for wharfage, crantage, warehousing, cartage and other relevant dues. A whole mountain of paper, bills, cheques and receipts for the movement of a ship load of goods.

Further, the dramatic improvement that has taken place in the turnround time of certain ships in port due to sophisticated cargo handling appliances has so reduced the income of Port Authorities from tonnage and other rates which are based on the time spent in port that they are already in need of a drastic upward revision. Such action, however, is complicated by the fact that a general increase in these rates would be unfair to those ships still using conventional methods of cargo handling.

The ideal for any exporter is to be quoted a through freight rate for his goods from factory premises to the retail outlet of his customer, or in the case of a wool importer, for instance, a through-rate from the wool store in, say Sydney, Australia, to the mill floor in Bradford, England.

A step in the direction of simplification was made by my port authority some 10 years ago when for the intrastate roll-on/roll-off trade we allowed the ship-owner to collect wharfage charges on our behalf and send us a remittance once a month for the charges so collected. This worked very well indeed and certain staff economies were thereby effected. The next step taken was to simplify the tariff of wharfage charges containing over one hundred rates for various commodities, mainly on an advalorem basis, to an abridged tariff with less than thirty different rates and this again reduced the work involved in making up the charges.

These simplifications, however, are only toying with the problem and in my opinion a much more radical change is required particularly so far as general cargo is concerned. To come to the point, and over-simplifying it somewhat, I think that a port authority should determine the financial return needed to make its undertaking a viable economic proposition taking into account all expenses, such as interest charges, depreciation, maintenance, administration costs, etc. and then set a rent or licence fee for the preferential use of each of its berths to produce such a return. Regular shipping lines could then negotiate for the leasing of berths on an annual or long-term basis.

All documents between the port authority and the respective ship-owner would then cease as only one annual payment would be involved and as a consequence enormous savings could be made in accounting procedures. Port authorities would know their annual revenue with more certainty for years in advance and could plan accordingly and ship-owners would know their future commitments and could quote through-rates with more exactness. In this connection I would like to quote from the Report of the Committee of Inquiry into Shipping presented to the U.K. Parliament in May 1970 by the Chairman of that Committee The Rt. Hon. the Viscount Rochdale.

"631. The methods of charging adopted by port authorities in the U.K. and elsewhere vary considerably in detail and are often extremely complicated. On the whole, we think they are undesirably complex and ought to be simplified so that shipping companies and shippers may make direct and simple comparisons of the cost of sending ships and cargo to alternative ports.

624. We have noticed that in certain very successful Continental ports, and in a few U.K. ports, the port authority provides no more than the basic port facilities; the provision of other facilities is left to individual commercial concerns, including shipping companies, which lease the berths where they operate. We believe that, since the shipping industry is now developing very expensive specialised ships, this method can have increasing advantages.

1616. Shipping companies should be encouraged by port authorities to lease their own berths and to develop, equip and operate them as best suits their particular needs."

Although annual fees for the use of individual berths would meet the needs of regular shipping services, the liner trade, ferries, etc. there will always be the tramp ship traffic to consider, although to a declining extent. In the latter case the fees for the occupation of common-user berths could be on a daily basis and be inclusive of all services afforded both to the ship and any cargo it might discharge or load. The fees would possibly be related to length x draft², as provision for the latter increases faster than a linear rate. Such an arrangement would ensure quick turnround as vessels would only stay in berth for the minimum period necessary to handle their cargo which should benefit both the ship-owners and the port authority alike. It would also help to rationalise small cargo movements as no ship operator would want to incur a whole day's berth hire for a few tons of cargo. As for laying-up, bunkering, repairs, etc., all-in charges on a daily basis could also be levied but at a reduced scale.

Adoption of the above proposals would spell the end of a system utilized by many Governments whereby particular industries are encouraged or subsidised by means of concessional wharfage charges. However, the effectiveness of this practice has already been blunted in respect of containerized cargo as the transport operators concerned when quoting door-to-door rates do not bother to reflect the different wharfage rates of the port authorities involved and preferential wharfage concessions on particular commodities simply vanish in the general charge and the concession goes into the wrong pocket.

If Federal Governments still wish to exercise the same sort of influence on trade this can readily be done so far as imports are concerned by variations in customs duties which are a ready-made vehicle for additional imposts or reductions according to the effect desired. If State or Local Governments wish to influence trade by way of imposts or concessions and are unable to do so by way of excise charges some areas of operation other than wharfage charges will have to be found.

Further advantages that will flow from the adoption of the leased or hired berth concept are as follows: —

1. It will obviate all the arguments regarding tonnage marks, shelter decks, etc. and leave the shipping

industry free from the temptation to design ships to incur the least port charges, possibly sacrificing efficiency and perhaps safety in the process.

2. The port authority, like the common carrier, is not able to pick and choose its traffic and in serving the community it has had to provide for both the profitable and the unprofitable services. Leasing berths at economic rentals would transfer this responsibility to where it properly belongs.
3. Port authorities would be relieved of the responsibility of providing capital for the purchase of cargo handling equipment at those berths leased on a long term basis and the regular users of such berths would be able to provide exactly the right kind of cranes and cargo handling equipment they need for their particular traffic.
4. Port authorities have for too long accepted the risk of wide fluctuations in the flow of cargo through their ports due to the vagaries of trade, competition between rival shipping lines, competition between neighbouring ports and competition by road and rail transport for interstate trade, changed market conditions, alterations in shipping services and Government trade policy, etc. Long-term berth leases would protect them from such changes and possibly cause second thoughts in respect of some of them.
5. So far as the provision of new berths is concerned the leasing concept would tend towards the establishment of a more liberal policy as new berths would be self-supporting from the start so far as the Port Authority was concerned and not dependent upon the realization of the expected traffic and other imponderables which has sometimes inhibited new construction in the past.
6. The ship-owner or freight operator would have a direct financial interest in the efficiency of his cargo handling operations and would be compelled thereby to build up a specialised permanent labour force which would result in more efficient working methods and hence reduced freight costs.
7. So far as the Port Authority is concerned transshipment and reshipment charges would be abolished with their associated clerical work and such arguments as to whether wharfage charges on containers should be based on external measurement or internal measurement, what allowance should be made for broken stow, controversies on weight or measurement tons would all disappear.

Many European ports, with the notable exception of those in the United Kingdom, utilize the berth leasing system which I am now suggesting will have to be more generally adopted in the future.

Leased berths will also mean that the transport operator will have full operational control of the movement of the goods entrusted to his care throughout their journey from door-to-door and will as a result have a better knowledge of costs. From an industrial point of view less trade unions will be involved and the freight operator will be able to negotiate directly with those unions that are involved and thus be in a position to conclude package awards covering all his labour.

So far as the port authority is concerned its obligations will be simplified and more clearly defined. It will provide, as appropriate, the navigational aids, dredged channels and berths, wharf structure, surfacing and access roads together with the infra-structure of drainage, lighting, water supply, fencing, security patrols, etc. It will no longer handle, lump, store and weigh cargo nor will it seek to record tonnages, types of cargo, demurrage delays, storage times and thereafter send out multifarious accounts, receive payments, issue receipts, etc. It will merely collect an annual rent or fee from each shipping company or transport operator that leases a berth either annually in respect of regular and permanent lines and on a daily basis from tramp or irregular shipping using common-user berths. The Port Authority's position will be protected by placing a definite term of years on the length of the lease at the end of which all improvements would revert to it or fresh terms be negotiated with the former lessee.

The main points to be watched by Port Authorities under a system of leased berths would be: —

- (i) Long-term leases would need break clauses in the covering agreements to allow a review of the rent at say 5 year intervals.
- (ii) Being charged with the overall economic development of the ports in their charge Port Authorities would need to ensure, again by suitable clauses in the covering agreements, that the leased berths would be adequately used.
- (iii) Sufficient common-user berths would have to be provided for tramp and occasional shipping on a day rent basis. Such berths would have the dual purpose of providing alternative accommodation in the event of bunching or delays overtaking the long-term lease berths.

In the appendix to this paper I have listed some of the more common charges raised by various port authorities against ships and the goods or cargo that they carry and these are distinct from such other charges as the supply of stores, fuel, fresh water, telephone facilities, etc. which any ship must obviously bear according to need. Such a proliferation of charges involving a large amount of unnecessary bookkeeping and costing cannot be allowed to continue in our streamlined world of today. We most likely inherited these complicated processes from former times when the safe arrival of a ship in port was an event of some magnitude and the end of a period of anxiety for the owners, crew and other interested parties.

In these circumstances it was not out of place to discharge the cargo piecemeal, spread it over the floor of a

warehouse, sort it to marks, weigh it, warehouse it and then reload it for despatch. Similarly the owners of the vessel and cargo were prepared to be billed and pay separately for each and every one of the various services the vessel or cargo had engaged or enjoyed. Those days are gone, however and we must achieve a comprehensive fee for a ship and its cargo which will arrive at or depart from a port in possibly the space of six hours, quite probably during the hours of darkness such that a casual daytime observer would never be aware that a 20,000 ton vessel had arrived, discharged 1,200 containers, loaded a similar number and departed.

In presenting this paper I realise that customs and procedures vary greatly throughout the world so far as port charges are concerned, but despite this, I feel sure that there is room for very large improvements by way of simplification and rationalization of charges at those many ports that still adhere to traditional methods of costing and charging. The decrease in tramp shipping and the dramatic increase in liner services sailing on regular schedules have brought the berth leasing concept much nearer to practical realization in many ports where such a procedure was hitherto thought to be impracticable.

APPENDIX PORT CHARGES

Charges against the ship

Breakwater dues.	For passing into port between breakwaters.
Pilotage charges.	
Light dues.	To cover upkeep of navigational aids.
Mooring dues.	For mooring vessel.
River or Conservancy dues.	To cover cost of dredging approach channel, river, etc.
Port dues.	To cover general cost of port upkeep.
Tonnage rates.	To cover cost of provision of berth (dredging, mooring bollards, etc.)

Charges on cargo carried by ship

Cranage charges.	
Wharfage.	
Stevedoring charges.	
Shed rent.	
Open storage charges	
Weighing charges	
Cartage and bonded store charges.	
Transshipment charges.	For cargo transferred to another ship.
Reshipment charges	For removal onto wharf of overstowed cargo and subsequent replacement on ship.

Some or all of the above charges are levied by many port authorities.

The World Food Programme *Today*

by Kim J. Loro

Chief, Transport Branch, World Food Programme
United Nations—F.A.O.

before

McGregor International Organization

Gardone, Italy

September 21, 1971

The United Nations means many things to many people. The New York U.N. Headquarters with its headline-catching annual General Assemblies of the 130-odd nation membership is the first activity that comes to mind. Less spectacular but possibly more tangible work is performed by FAO (The Food & Agricultural Organization) when they spread the word of the "Green Revolution", or WHO (World Health Organization) containing cholera outbreaks or the ILO (International Labour Organization) doing something about unemployment or UNESCO and UNICEF helping to teach and feed the future citizens, the children. I am sure everyone here is acquainted with the often controversial work of UNCTAD and IMCO. The list of agencies is long and growing, and I will not attempt to exhaust it here. What we have is a United Nations family—a system of quasi-independent specialized agencies, each headed by a Secretary—or Director-General with its own rules and regulations. The "family" ties are designed to provide the maximum freedom for the decision-making process, although administratively speaking the ties are close and uniform.

How and where do we fit the World Food Programme into this picture? When in 1954 the United States announced shipments of surplus food to other countries as aid, the world interest was stimulated in the possibilities of such aid on a multilateral basis. Whether one considers food aid as a relatively new idea or the oldest form of aid, the World Food Programme represents a new approach to such aid. It

owes its existence to a joint sponsorship which reflects the United Nations' general concern with the economic and social development, and the Food and Agriculture Organization's specialization in food problems. The Programme became operational in 1963 out of FAO's Rome Headquarters and in spite of being a joint operation of the U.N. and FAO, WFP's "modus operandi" is very much independent.

Our resources come from pledges made by participating countries, members of the United Nations or FAO, together with contributions under the Food Aid Convention. The pledges are made in the form of food or animal feed commodities, cash and services, such as shipping, required to move the commodities.

Most of the available resources can be traced to about ten donor countries, although many recipients of aid give token contributions in cash or donate small quantities of food in surplus.

Food aid is provided to developing countries to help them in a variety of ways with their economic and social development. Many labour-intensive projects may benefit from food supplies which can be used to make up part of their wages. Where schools are few and far between, school lunches may offer the necessary attraction for more children to get an education. When it is necessary to resettle people it may be easy to find the land, but it takes time to grow food; they must be helped in the interim. It is also easy to see that food aid in the form of livestock feed grains is also an investment in the overall development of a country. The World Food

Programme does not ignore the humanitarian obligation of helping victims of emergencies such as earthquakes, floods and droughts.

The recipient country is the originator of the request which must indicate the economic and social objectives of the project for which WFP's assistance is required. They are closely scrutinized and their technical and economic feasibility is also appraised by other U.N. specialized agencies. Great care is taken to avoid any possible harmful effects on agricultural production, markets and international trade. Satisfactory appraisal leads to an approval by the Executive Director of the World Food Programme or by the Intergovernmental Committee, the World Food Programme's 24-nation governing body, and the signing of a Plan of Operations (often derived from a previously concluded Basis Agreement) which sets out the details of the Programme's obligations in terms of commodities and services to be supplied and the obligations of the recipient government concerning its responsibilities with regard to the implementation of the project.

Pledging targets based on anticipated voluntary contributions play the rôle of a budget in the operation of the World Food Programme. The targets, being just that, are sometimes achieved and sometimes not. We do not like to be viewed as a kind of "surplus disposal agency", but we cannot escape the fact that the bulk of donated food comes from surpluses. We feel that food aid, to be effective in the long run, must be—so to speak—demand-orientated, not supply-orientated. In other words, the interests of the donor country must be made subservient to the requirements and conditions in the recipient country. This, however, is easier said than done.

In the nine years since inception, the World Food Programme has clearly demonstrated what multilateral food aid can achieve. This must be stressed again and again in the face of the existence of "certain malaises" affecting international organizations arising from the indifference and even cynicism on the part of governments and sectors of public opinion. I feel that the work of the various U.N. agencies, among them the World Food Programme,

must be sustained by the kind of vision that brought them into being.

Our operation reveals a commitment of over \$1 billion worth of resources to almost 500 projects in almost 100 countries. Although modest by comparison with the same amount dispensed bilaterally in one year by the United States alone, it has appreciably increased the volume of assistance provided through the United Nations system. The Programme's assistance acting as a catalyst mobilizes an additional \$4 billion of resources in the recipient countries, thus increasing its economic and social impact well beyond the initial input. In 1963 our annual disbursements were at the rate of \$30 million; today the Programme operates on \$150 million per year—a remarkable increase by any standards.

How and where do we fit the World Food Programme into the overall world food situation? Since I do not profess to be an expert on this subject I shall be brief, possibly brilliant, but not original. The outlook for the world food situation remains depressing. The production goals and targets are not being met and high birth rates in most developing countries suggest that the problem may worsen. The stork is faster than the plough!

Although, from a purely technical point of view, the production of both conventional and unconventional foods could be increased almost without limit, not even the most revolutionary advances in agricultural techniques alone can solve the problem. The problem is primarily one of purchasing power: in other words, elimination of unemployment. Unemployment means poverty; poverty means lack of effective demand; lack of demand means low food production; together they spell undernourishment and malnutrition. Only a multiplicity of measures promoting general development can help reduce unemployment in developing countries and thus break the nexus of cause and effect. Although it is clear that food aid cannot offer a lasting solution to the world food problem, it will have to continue for some time to come to bridge and mitigate the effects. In this larger context it is easier to explain and identify with success of the World Food Programme.

Transportation of the donated food commodities from the affluent countries to those in need, is an integral part of WFP activities. When an approved project becomes operational, the logistical aspects and problems tend to overshadow the limited amount of monitoring and administration required from WFP. Most of the cash we spend goes to cover transportation and related costs.

Commodities are called for in accordance with the Plan of Operations in instalments which are carefully appraised in terms of size and time intervals. One must remember that we are dealing in perishables, the whole spectrum of climatic conditions and very inadequate storage and transport facilities in most recipient countries. The foodbasket we offer often consists of a combination of commodities: cereals such as wheat, sorghum and rice; protein-rich food such as milk, meat, cheese, fish and edible oils, as well as sugar, tea and coffee.

The World Food Programme accepts shipments from the donor FOB port of loading and delivers to the recipient country CIF at the port of discharging or at the border in the case of land-locked countries. The cost of moving the commodity from the supplier to the final point of distribution is thus shared by the donor, WFP and the recipient. Although the title passes to the recipient government, we do assist in making sure that the food reaches its ultimate destination and that waste and losses are restricted to the minimum.

The commodities committed to WFP projects may have to be drawn from at least four different donor countries located in different parts of the world. Synchronization of arrivals presents the biggest headache. Operational difficulties are many and complex, and so are the reasons.

In 1970 some 875,000 tons of foodstuffs were shipped to 270 projects scattered around the world. This involved over 2,700 separate shipments. Liner shipments ranged from 1 to 2,000 tons, with an average of 150 tons. Chartering of vessels accounted for 85 fixtures with an average of about 6,000 tons per vessel. Since inception the Programme has shipped 2.5 million tons

of commodities in some 7,000 vessels of all flags at the cost of \$67 million in freight. Most of this activity took place in the last two years.

The shipping procedures followed by WFP are closely linked to commercial practices. Similarly, the office I head resembles the combined work of a freight forwarder and steamship operator. There is a liner section, chartering unit and insurance and claims section. Our insurance programme has been recently overhauled resulting in a significant step towards self-insurance. At this moment we are covered for disaster-type losses only, which meant setting up a comprehensive and aggressive claim recovery programme; up to now the Underwriters settled our claims for shortages and losses. All liner cargoes are superintended upon arrival to establish quantity and condition and possible claims against the carrier.

Liner shipments, of course, are best suited to our operation which generally calls for delivery of commodities in small instalments. The Liner Section is also responsible for overland transportation when land-locked donor or recipient countries are involved, agency representation and payments. WFP employs freight forwarders to assist the Programme in securing the most economical transportation and to protect our interests vis-a-vis the donor, the suppliers and the transit country.

We conduct a closely supervised and elaborate dialogue with a great many steamship conferences and individual members to benefit from freight concessions. Reduced freight costs mean more commodities, more help. I am happy to say that in spite of the inflationary cost pull which compels carriers to be less and less flexible, we have been able to alleviate the impact of rising liner freight rates with some measure of success.

The size of our food shipments, such as bulk wheat and bagged wheatflour, often reaches charterable quantities and small parcels of general cargo destined for several projects are sometimes combined to move them more economically in chartered bottoms. In such cases FOB loading applies but the recipient government takes title in the

(Continued on Next Page Bottom)

"Container Crossroads Bremerhaven"— A New Type of Port

Official Opening of the Complete Terminal

Bremer Lagerhaus-Gesellschaft Press Information

A new type of port has been built in Bremen/Bremerhaven: the "Container - cross - roads Bremerhaven". After 3½ years of construction—the foundation was laid in February 1968—the facility was officially opened on 14th September, 1971 during an International Ports and Shipping Conference. Bremen's Mayor and President of the Senate, Herr Hans Koschnick, acting as State Minister for Ports, Shipping and Transport, transferred the terminal to Herr Gerhard Beier, Chairman of the Board of Directors of the Bremer Lagerhaus - Gesellschaft,

ship's hold, arranges unloading and pays the stevedores.

The outline of our transportation activities which I described to you is but a skeleton. The meat, I am afraid, consists of a multitude of problems and daily crises so I feel this may be a good time to end. There is a point when problems—and I certainly have more than my fair share—begin to detract from an otherwise interesting presentation. I think I have reached that point. There is, however, one problem which I want to mention and which I find rather disturbing. Our suppliers continue to probe WFP's readiness to accept pallets and even containers. Several trial palletized shipments, that have clearly reduced packing and freight costs, were handled on arrival without proper facilities and prior experience. The result: excessive damage and loss. Even where pallets can be handled they must then be broken down for the inland leg; the result: pilferage and damage. Here we are, an international organization, forced to refuse the benefits of unitization. Ironical but true!

Bremen/Bremerhaven. 600 guests from home and abroad were present at the celebration.

On the evening before the conference the Federal Minister of Transport, Herr Georg Leber, had discussed topical questions with regard to shipping and ports on the occasion of a dinner in the Upper Hall of the Old City Hall. Professor Dr. Hellmuth St. Seidenfus, Director of the Institute of Transport at the University of Münster and Member of the advisory body at the Federal Ministry of Transport, also gave a lecture on "Ports, Chains of Transport, and Cooperation" in the Stadttheater, Bremerhaven.

At the Stromkaje (River Quay) of the "Containercross-roads Bremerhaven" there are now two berths, which are about 600 metres long with three container gantry cranes with a capacity of 54 tons each. A fourth crane will be moved in the next few weeks from Bremen to Bremerhaven. There is also a container marshalling and storage area of 480,000 square metres. Thus the original plan of building two berths has been carried out. The third berth, which was agreed upon early this year, will be in operation after May, 1972. The terminal can be extended by a fourth berth, if necessary. Furthermore almost unlimited areas are available for expansion seawards.

Stromkaje and Nordhafen—a single operational unit

The "Containercross-roads Bremerhaven" comprises the berths direct on the estuary and in the Nordhafen, and these form one operational unit. The terminal owes its name to its geographical position at the intersection of the E.E.C., E.F.T.A., and Comecon. After completion of the third berth, the complete terminal, which will have 1.7 km of quays gantry cranes and 22 straddle carriers, will be the largest container terminal in Europe. Before the terminal is fully completed, further 85 million Marks will have to be financed by the City of Bremen (infra-structure) and by the Bremer Lagerhaus - Gesellschaft (supra-structure). A total of 200 million Marks have already been invested in this project.

Designed for super-containerships

By building this new container terminal the Ports of Bremen have indeed adapted themselves to modern trends in containership construction—trends towards giant vessels. This terminal is predestined for the super-containerships, which are expected in early 1972 on the U.S. and Far East routes. The Ports of Bremen/Bremerhaven have taken early notice of the structural changes, with the result that they have not only been able to maintain their leading position in overseas container traffic, which they have held since 1966, but they have also been able to increase this lead year after year.

In fact, from 5th May, 1966, when M.S. "Fairland" of the Sea-Land Service, Inc. came as the first containership to Europe calling at the Ports of Bremen, up to the end of July of this year a total of 439,714 containers (712,418 on a 20-ft-basis) with 5.12 million tons were moved. Placed end to end these containers would reach from Bremen to Sicily

	Number		Tonnage
	total	20-ft-basis	tons
1966 (May-Dec.)	8 335	16 670	72 462
1967	35 358	51 258	318 310
1968	46 873	69 848	464 553
1969	73 334	118 001	822 129
1970	112 191	194 812	1 384 817
1971 (Jan.-June)	75 550	116 937	956 662
1971 (estimated)	130 000	230 000	1 700 000



and back—a distance of 4.314 km.

Concentration of Bremerhaven

Up to the end of April of this year container movements were mainly in Bremen itself, but meanwhile the emphasis has shifted to Bremerhaven on the estuary of the River Weser. This is a logical development. Even before the first berth of the “Containercross-roads Bremerhaven” was put into operation on 23rd April, 1971, the container lines still calling at Bremen had already decided to move and to make Bremerhaven their main port of call. Among these lines were the Sea-Land Service, Inc., now serving only Bremerhaven since May of this year, and the American Export Isbrandtsen Lines (Container Marine Lines Division), who will transfer their container service to Bremerhaven in the next few months. All this results in a concentration of container traffic on the “Containercross-roads Bremerhaven”, which is now served by the following lines:

Shipping company	Departures	To
Sea-Land Service, Inc.	weekly	U.S. East Coast
Container Marine Lines	weekly	U.S. East Coast
Atlantic Container Line	weekly	U.S. East Coast
Hapag-Lloyd Container Linien	weekly	U.S. East Coast
Seatrain Lines, Inc.	weekly	U.S. East Coast
Australia Europe Container Service (AECS)	every 10 days	Australia
Ibesca Container Line	weekly	West European Ports
Svea Line (SYD) A/B	weekly	Scandinavia
Iberhanseatic Transport System	weekly	Iberian Peninsula

On the other hand, the container terminal in Bremen (City) remains as attractive as ever, and this fact is proved by the decision of the shipping company Commonwealth Carriers Ltd. to run from now on an allcontainer service between Bremen and Montreal. This first fully-containerized service between a German port and Canada offers departures once a fortnight. On the 14th September M/S “Weser Isle” was the first vessel to take on containers bound for Montreal. Apart from this line, 11 semi-con-

tainerized lines will still call at Bremen (City), with the result that the two remaining container gantry cranes will be working at full capacity.

The importance of the geographical position

The concentration of the container lines on Bremerhaven emerged, however, quite automatically, because hardly any other European port can offer a more favourable geographical position, and this location guarantees shorter turnaround

times and therefore more economical operation of these capitalintensive all-container vessels. The location of the "Containercross-roads Bremerhaven" is so ideal for the containerships of the so-called "third generation" with a capacity of about 2.000 containers (20-ft), a length of nearly 300 metres, a speed of up to 33 nautical miles an hour (about 40 miles an hour), and representing a capital investment of over 100 million Marks, because by calling at Bremerhaven fast turnaround times are achieved and dangerous river navigation is avoided. The largest containerships in the world can arrive and depart whatever the tide, and at full speed apart from a few miles. Soon it will not even be necessary to slow down for this slight distance, once the estuary of the River Weser has been deepened to 14 metres. This work has already begun.

The hinterland

When considering concentrating on Bremerhaven, the container line were very much influenced by the connections to the German and European hinterland. Detailed investigations and comparisons showed that Bremerhaven is closer to nearly all the most important industrial and commercial centres in Europe than the rival ports. By rail, there are express connections, mostly by special container trains, to and from more than 50 container terminals and depots in the Federal Republic of Germany as well as about 170 similar handling terminals in other European countries. At present 69-% of the door-to-door container traffic of the Ports of Bremen is carried by rail. This factor was accordingly taken into account in the construction of the "Container - cross - roads Bremerhaven". On three sets of railway tracks, which are each 700 metres long, unit trains will shortly be assembled. It is a fact that the railways offer the best possibilities of dealing with large amounts of container traffic in very short times.

Containers—Systems—Computers

The natural advantages of Bremerhaven both seawards and landwards would, of course, be completely useless and unimportant, if the services of the terminal itself

did not satisfy all requirements. But here too, the "Containercross-roads Bremerhaven" has already made a good name for itself all over the world and is now well ahead of other European terminals. Since 23rd April of this year, when the first berth was put into operation, 55 fully-containerized vessels have been cleared at the Stromkaje alone. Performances of over 60 moves (container terminology) with approx. 700 tons an hour are no exceptions.

Without a smooth organization and computer techniques these figures would be unimaginable. But in the gatehouse, where we can find all the firms and institutions concerned with container transport working closely together, wireless installations, television sets, computers etc., are all available at any time to carry out the central control of the complete terminal. This capital-intensive equipment, which is necessary for the smooth handling and clearance of containers and vessels, requires highly specialized communication systems and a smooth flow of information. It is therefore a fact that the terminal will only function properly, if there is a high degree of transparency and perfection in the information sent out to and from all those concerned in this chain of transport.

Aggravating distortions of competition must be removed

Containerization is a very good example of the process of industrialization in the seaports. This process of industrialization requires the replacement of labour by capital. Therefore, in order to remain competitive, the ports have to invest considerable amounts of money, as they did in the past, too. Above-average rates of growth in shipping trade make the risks of these investments seem slight. Both Bremen's port policy and the management policy of the Bremer Lagerhaus-Gesellschaft with regard to the container terminals in Bremen and Bremerhaven have been successful, but it must be remembered that this success is fully dependent on the efficiency of the connections to the hinterland. Both the infra-structure and also transport firms must have a high degree of efficiency. For container traffic the quality of rail

and road services must come up to high standards. This also applies to the container facilities in other German ports. From the very beginning to the present time the open-mindedness of inland transport firms has gone a long way towards making the positive development of container transport possible. So it has also been possible for this new concept in transport to develop its advantages for the German economy, where imports and exports play such an important role. That the German means of transport are efficient is undisputed both at home and abroad.

On the other hand, owing to certain rules and conditions, it is difficult for transport firms to operate in the Federal Republic of Germany, where, normally, free competition is a characteristic factor. The subject of distortions in competition has become a widespread topic for discussion during the past decade, especially with regard to the running of the German ports. These aggravating distortions of competition influence the situation of German transport firms with regard to costs in comparison with the transport routes serving neighbouring ports. Different tax burdens, different legal safety regulations, and different social conditions increase costs for the German transport firms.

German transport policy should aim at harmonising the different costing factors of transport firms serving the rival ports and competing with one another. This aim cannot be taken seriously enough. Healthy competition, which the German ports and shipping firms accept unconditionally, merits the adjective "healthy" only when the competitive situation is not so distorted as it still is today. Unfortunately further distortions are to be expected. These distortions of competition will become even worse once the road tax and 170-km regulation have been abolished and also once costs become higher owing to the increase of tax on petrol and road vehicle taxes, and all this will noticeably affect the position of the German seaports.

These very serious distortions result, however, from different pricing systems and the consequently different conditions for the flexibility of

transport firms in their price policies. Although now not quite so strict, strict formal commitments bind the German transport firms in the fixing of their prices. On the other hand, however, there is a high degree of price freedom in international trade crossing the national borders. For many years now a fixed system of freight rates has existed, and, although easing gradually, this system determines to a great extent the price structure in the German transport business and therefore in traffic to and from the seaports. Although this system of freight rates is becoming more and more flexible as the tariff systems on the transport routes serving rival E.E.C. ports.

Goods moved via the German seaports also cross international borders, although these borders are not as visible as the borders on land, which are gradually being removed. But even under the formal conditions of the E.E.C. treaty it should be possible at all times to apply the criteria which are valid for goods crossing the international land borders to goods crossing the "wet" borders. The remarkable delays in the evolutionary process do a lot of harm both to the German economy as a whole as well as to the German ports and to those transport firms serving the German seaports.

Same treatment for all—no exceptions to the rule!

The introduction of containerization was planned in expectation of positive effects for all those firms engaged in this system of transport. Therefore it would be wrong to expect those firms doing business to and from the hinterland to base their price and tariff policy upon any other but their very own economic criteria. And at a time when world-wide systems of transport are being developed, such as container transport, the same criteria in transport policies are so very necessary in order to keep the German seaports competitive and to make them even more competitive. For ports and shipping this means that the same criteria must be found in the management policies of firms in this line. Those firms doing business in the ports expect, therefore, the same treatment as others, not a special position. The capital investments of

The Port of Kagoshima— Its Unique Role in Southern Japan

by Susumu Maeda

Chief, Ports and Harbour Division
Kagoshima Prefectural Government

The port of Kagoshima, located at the southern tip of Kyushu Island of Japan, is one of the major ports in the nation and the only outlet to various small islands between Kyushu and Ryukyu.

In front of the port lies a beautiful active volcano which is called Mt. Sakurajima and for this reason the port is often called Naples in the Orient.

Kagoshima which has a population of approximately 400,000 is the biggest city of Kagoshima prefecture as well as its political and most important trading centre. It is over 1,000 km as the crow flies and 1,500 km by rail from Tokyo to which it is linked by a regular ex-

press train service and a daily air service. Regular passenger sea services are available from the city to various islands, including Okinawa which is scheduled to be returned to Japanese administration in 1972. For this reason, one of the most important functions of the port is passenger handling. Seven deep-water berths have been allocated to passenger liners. Another berth located at the foreign trade zone of the port has been used for Okinawa-Kagoshima service, termed as foreign trade at present.

The number of embarking passengers has reached approximately 800,000 in 1969. Although most of the islands are linked to Kagoshima by a regular passenger air service, the number of sea travellers are steadily increasing. Particularly in recent years, the number of sight-seeing visitors from Tokyo and Osaka areas has remarkably increased and it exceeded the capacity of the carriers in summer vacation season of 1970.

In anticipating the further increase of passengers, shipping lines concerned are contemplating to put larger and faster vessels into the island services and the port has been forced to modernize its passenger terminals to accommodate these vessels. At the end of March, 1971, an old-fashioned floating pontoon was replaced with a new 180 meter berth to which two 2,000 D/W class vessels can be moored.

There is a ferry service between Kagoshima and Sakurajima where Mt. Sakurajima is located, operated by Sakurajima village. Although the distance between the two places is only 4 km, the route is an important

the Hanseatic cities as well as of the firms running container terminals are so high—although fully justified in view of the world-wide development of business prospects and with regard to the increasing import and export activity of the German seaports—that equal starting chances, the same tax and other burdens arising from legal regulations are so very necessary both on national and international networks. Firms in the German seaports are not afraid of competition. Indeed, they consider competition to be an important stimulant to their efficiency, which has now become traditional. Differences, which can be interpreted really as discriminations, must, however, be removed and must completely disappear. This aim is quite in accordance with the principles of European economic policy, which has been developed from the Rome Treaty.

Bremen, September 1971.

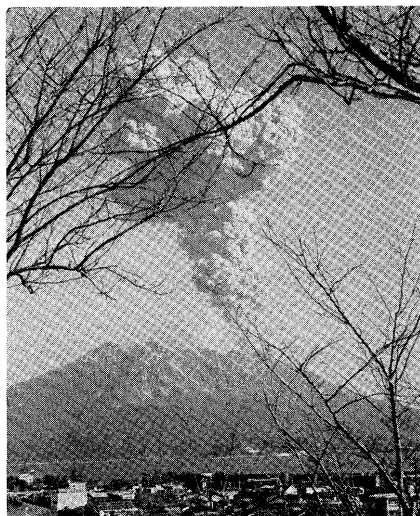


Plate 1: Active volcano, Mt. Sakurajima.

link from Kagoshima city to the eastern part of the Kagoshima prefecture, in addition to sightseeing visitors to Mt. Sakurajima. The village is now operating 60 sailings per day, but demands far exceed the capacity during the peak period of morning and evening.

In 1969, the ferry boats carried more than two million passengers and 800,000 vehicles.

It is worthwhile to note that the car ferry service, which was begun in 1943, is the oldest in Japan and the profit obtained is largely contributing to the financial condition of the village.

Statistics on cargo handled through the port, excluding cargo carried by ferry boats, are shown in Table 1. Since the hinterland is undeveloped area where none of any modern industries exists the inward cargo consists of oil, fertilizers, cement and sand, etc., while most of the outward cargo which is much less than the inwards is shipped to the islands.

Lumbers are imported from North America, New Zealand and Malaysia, while most of the exports is going to Okinawa.

Although the port has not reached a state of congestion, a port expansion work is steadily in progress. Because of its geographical condition, the port should be extended to the south of the City. By the end of 1972, 250 m quay for 40,000 DWT class vessels, a 130 m berth for vessels of 5,000 DWT and 870 m quay for 2,000 DWT class ships will be added to the port.

PORT DEVELOPMENT PLAN AT TANIYAMA

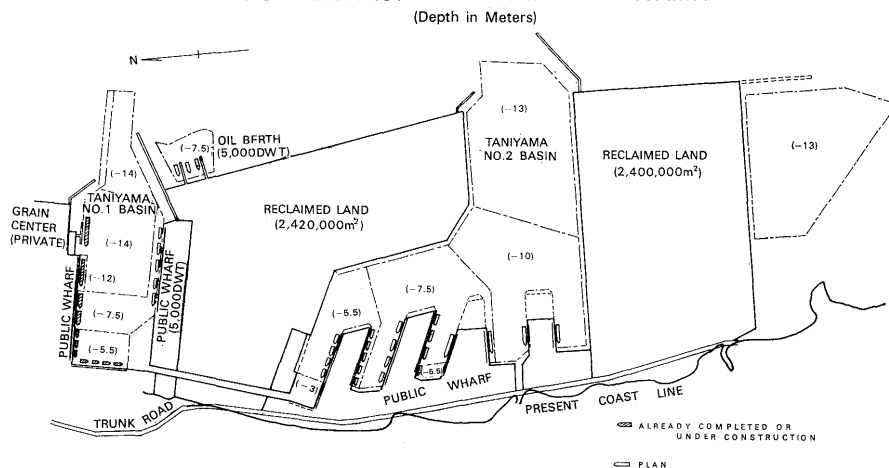


TABLE 1 CARGO TRAFFIC (1,000 tons)

Year	Foreign Trade			Domestic Trade			Total
	Import	Export	Total	Inwards	Outwards	Total	
1966	126	121	247	1,617	767	2,384	2,631
1967	287	117	404	1,903	770	2,673	3,077
1968	407	126	533	2,150	787	2,937	3,470
1969	422	165	587	2,292	881	3,173	3,760
1970	546	175	721	2,583	835	3,418	4,139

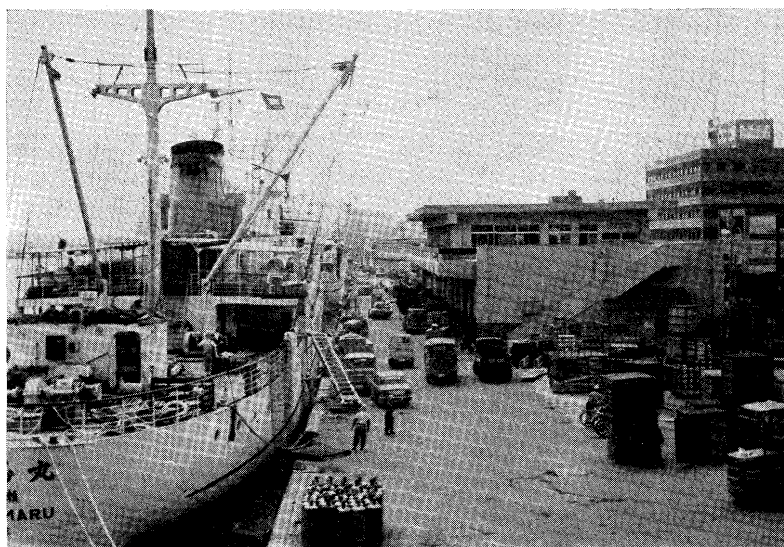


Plate 2: Passenger liners serving remote islands.

The port of Kagoshima is under administration of the Kagoshima prefectural government which is one of the 46 local autonomous governments. Cargo-handling operations are, however, carried out by private firms.

Responsible to the Governor through the Director of Civil Engineering Department is the Chief of Harbour Division under whom there are 44 ports, including Kagoshima.

Reflecting the Government's policy of economic development and the various conditions peculiar to the port, a 10-year port development plan was formulated with the approval of the Minister of Transport in July this year. Particular attention was paid, in the formulation of the plan, to the preservation of beautiful scenery of Kagoshima bay which has not any environmental pollution problems at present. For this reason, location of "clean indus-

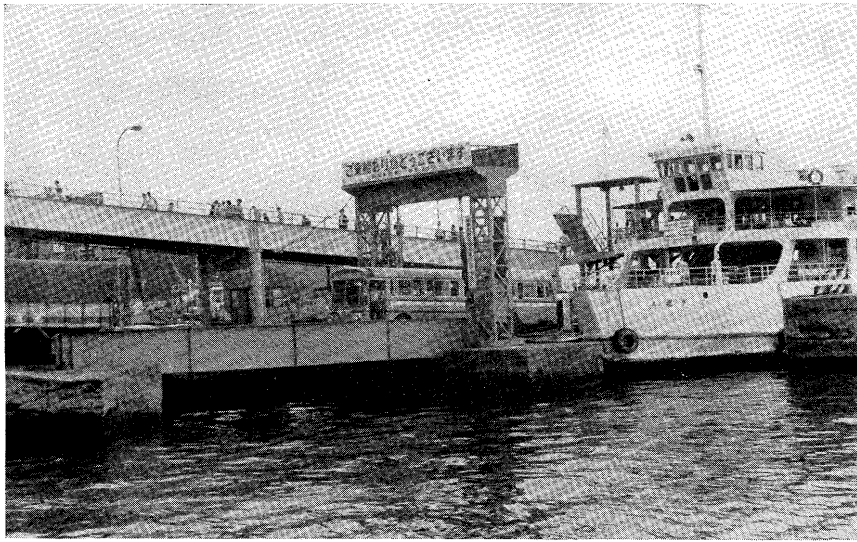


Plate 3: Ferry service between Kagoshima and Sakurajima.

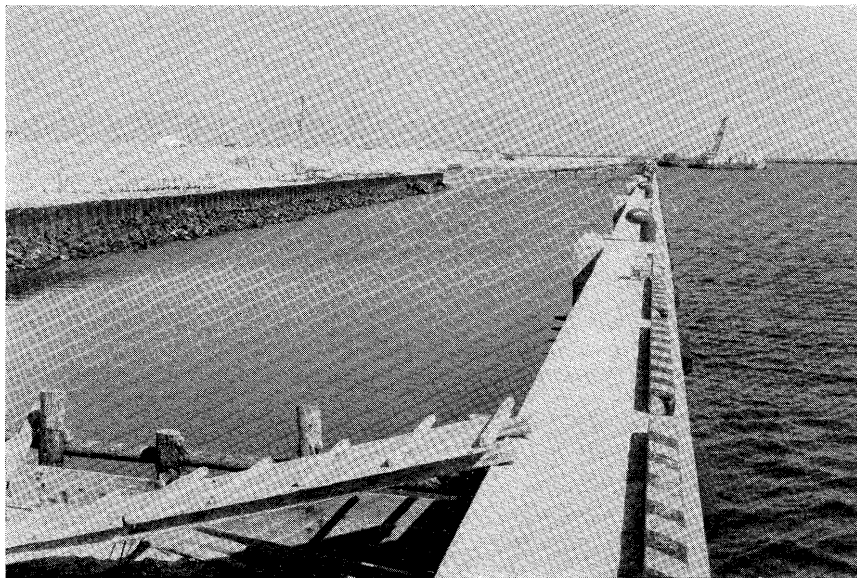


Plate 4: Port expansion work at Taniyama, Kagoshima Port.

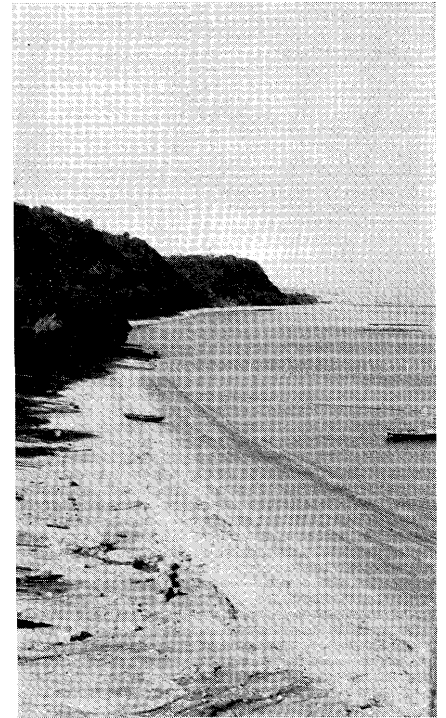


Plate 5: Site for port development and reclamation.

tries" was considered in the plan as far as industrial development in Kagoshima city area is concerned. Because of severe pollution problems in such large cities as Tokyo, Osaka and Nagoya, etc., various industries are seeking their expansion site at thinly populated areas and in the prefecture Shibushi area has been considered as a site for petroleum and steel industries. It was considered that the role of the Kagoshima city and the port as an economic, social and trading centre of the prefecture would become more important as such an industrial development was realized. According to traffic forecasts made, taking these factors and various conditions of

both national and regional level into account, the total cargo traffic through the port of Kagoshima in 1980 will reach approximately 19 million tons, excluding those carried by ferry boats, which is five times as large as the present level. Out of the total traffic of 19 million tons, 11 million tons were allotted to private wharves to be built by various industries which would be attracted to the port during the 10 years to come, while 8 million tons were assigned to public berths.

The port of Kagoshima emerged more than a century ago at the north of the present city area and then expanded southwards, and it front at present. The 10-year port

covers more than 10 km of water-development plan consists mainly of the development of the southernmost area of the port which is called Taniyama area. Before the decade is out, 2,920 m of alongside cargo berths for vessels varying from 2,000 DWT to 15,000 DWT will be built, in addition to two berths for 10,000 GT class ferry boat to Kobe and Nagoya. These facilities are surrounded by two lots of reclaimed land, each having approximately 600 acres of space to which aforementioned industries will be attracted.

Upon completion of the proposed construction, bulk of cargo traffic in 1980 is handled through the modern berths of Taniyama area where offices of various government agencies, trading firms and other enterprises concerned with port activities will be moved from the city centre and a new port town be formed, while regular passenger-cum-cargo ship service to the various islands remains at the existing port area.

By the end of the decade the port of Kagoshima will have made its debut as an entirely new and modern port with up-to-date facilities to meet the need in the age of transport revolution.

Orbiter Probe

IAPH News :

Correction

In the July issue of "Ports & Harbors" there appeared an address which was delivered by Mr. A. Lyle King, Director of Marine Terminals of The Port of New York Authority as part of the centennial program in Auckland, New Zealand. The following opening statement made by Mr. King was inadvertently omitted in the "Ports & Harbors" article.

"Thank you for your kind remarks, Mr. Trimmer. Mr. Kirkpatrick, Mr. Dawson, Gentlemen. Mr. Austin Tobin, the Executive Director of the Port of New York Authority, was scheduled to be here today to deliver this address. He is very sorry that circumstances prevented his appearance and he therefore has asked me to be here today to deliver the paper for him."

Iron Ore Traffic

Ottawa, Ont.:—The largest single commodity moving on the St. Lawrence Seaway is iron ore, an essential raw material used in the making of iron and steel products which are consumed largely by the construction, manufacturing and transportation industries. In 1970, iron ore traffic on the Seaway accounted for 30 per cent of total tonnage on the Montreal-Lake Ontario section and 26 per cent on the Welland section.

Of the 15.1 million tons of iron ore shipments on the Montreal-Lake Ontario section, in 1970, 98 per cent moved upbound, originating from the Quebec-Labrador mines and destined for U.S. steel production centres on Lake Erie and Lake Michigan and Canadian steel mills on Lake Ontario. On the Welland section, the iron ore traffic is more balanced, with 12.5 million tons or

77 per cent, upbound and 3.6 million tons, or 23 per cent, downbound in 1970. The upbound movement through the Welland is actually the same traffic that transits the St. Lawrence section, excluding the 2.3 million tons dropped off, in 1970, in Hamilton on Lake Ontario. The smaller downbound Welland movement originates on the shores of Lake Superior and is destined for the same consumers on Lake Ontario of the Quebec-Labrador ore.

Iron ore on the Seaway is shipped in large "laker" vessels with a draft of up to 26 feet and capable of transporting up to 30,000 tons of ore. This method of shipping the ore is in sharp contrast to that employed prior to the opening of the Seaway, in 1959, when ore moving via the old shallow draft canals on the St. Lawrence River had to be transhipped above Montreal onto small "canallers" with a carrying capacity of about 2,000 tons.

An important consideration which enhances the competitive position of

the Seaway in the transportation of Quebec-Labrador ore is the presence of a backhaul movement; iron ore shipments upbound from the Quebec-Labrador mines to steel mills on the Great Lakes complement the downbound grain movement from grain loading ports on the upper Lakes to lower St. Lawrence transshipment ports.

Iron ore traffic to date this year has been sluggish in comparison to 1970, due principally to a late start of the navigation season. Totals to the close of August show a decline of 17 per cent on the Montreal-Lake Ontario section and 21 per cent on the Welland section from last year's total for the like period. The extent of these declines, however, is expected to diminish in the latter months of the navigation season as iron ore consumers begin to build up sufficient inventories to sustain them through the winter. (The St. Lawrence Seaway Authority Monthly Traffic Review, August)

6 New PACECO Cranes

Alameda, Calif., October 14:—The first of six new PACECO SHIPSTAINERS® for K-Lines of Japan was recently lifted intact to its new home on the deck of the "Oregon Maru" docked in the Port

(Continued on Next Page Bottom)



Paceco Shipstainers® being lifted intact to deck of Oregon Maru.

IMCO As Seen by IAPH

Reports by observers from IAPH at IMCO sessions

Report No. 16

Report Dated: 22 September, 1971

Session: 24th Session of Maritime Safety Committee

Place: IMCO Headquarters, London

Observer from I.A.P.H.: Lt. Cdr. R. B. Richardson, Harbour Master, Port of London Authority

Text of Report

Item.

Facilities in Ports reception of oily residues.

The need for adequate shore facilities for reception of oily waste, as soon as possible, was emphasized. This applied particularly at main ports and loading terminals.

of San Francisco. The SHIPSTAINERS, especially designed shipboard container handling cranes from PACECO, a Division of Fruehauf Corporation, Alameda, California were ordered by K-Lines earlier this year for installation aboard its three modified containerships.

Each of the six cranes being installed fore and aft on the three vessels has the ability to load and unload an average of 32 containers, or 800 to 900 tons of containerized cargo, per hour. The PACECO SHIPSTAINERS are designed with cantilevers on each side giving them an outreach of 23' so that they can load and unload onto the pier from either side of the ship. Once the ship leaves port the cantilevers fold completely within the crane's gantry frame for compact storage.

The "Oregon Maru" and its two sister ships will inaugurate K-Lines' new container service between the United States and Southeast Asia this fall. Sailings are scheduled for every 15 days. (PACECO News)

Item.

Enforcement of Oil Pollution Convention.

Several references to necessary degree of inspection and to preparations for the International Conference on Marine Pollution in 1973, and for U.N. Conference on Human Environment in 1972, were made.

Item.

Traffic in Dover Street.

The revised scheme, from North Hinder through the Street itself, as proposed by the Nav. Sub. Committee was approved and it is to be submitted to the Assembly. In general, and subject to further surveys and adequate marking, the Committee has agreed that while the main lane for N.E. bound traffic shall remain S.E. of the Sandettie Bank, and that this shall be used by all such vessels as can safely navigate in this, having regard to their draught, a new route for deep draught vessels bound to N.E. shall be established N.W. of Sandettie Bank.

The Committee decided that Masters considering use of this route be warned take into account the proximity of traffic in the S.W. bound lane, and to avoid overtaking when using this route.

Consideration was also given to establishing a radio reporting system for vessels intending to use the deep draught route.

Item.

Revision of Collision Regulations.

The Committee noted that the working group on this subject is considering the inclusion of rules in the new Regulations to make observance of approved traffic separation schemes compulsory.

Item.

Standards of Training.

The committee decided to establish a new subsidiary body, the Sub-Committee on Standards

of Training and Watchkeeping.

Item.

Handling of dangerous goods in Ports.

The Committee took note of the high degree of priority to be given to consideration of this matter and suggested procedural means of speeding up this work.

The Committee will meet next 20-24 March, 1972.

Notice to the Public

Baltimore, Md., September 30:—While the Port of Baltimore is inoperative due to a strike of longshoremen which prevents the movement of freight off the terminal facilities, subject to the provisions of the Maryland Port Administration Terminal Services Tariff No. 1, either by delivery to a consignee on inbound cargo or by loading on a vessel on outbound cargo, the following free time and demurrage provisions will apply:

1. During the Strike Period—Section IV (3)

Cargo on free time will continue on free time for the duration of the strike.

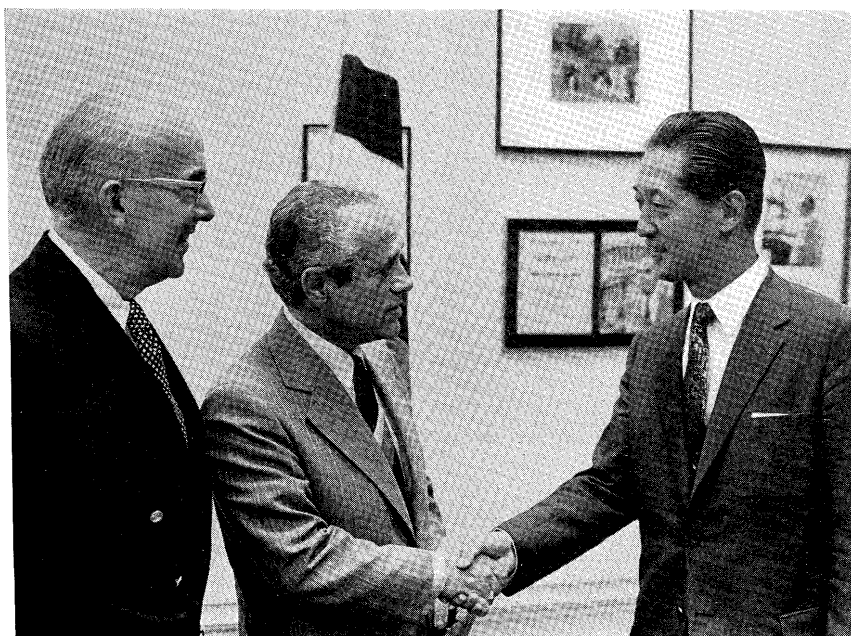
Cargo on demurrage will be assessed first period demurrage for the duration of the strike.

2. After the Strike has been settled

After the Strike has been settled, the cargo shall be assessed the demurrage charge which would be applicable, i.e., free time to first period demurrage; first period demurrage to second period demurrage. Demurrage will be assessed in accordance with the provisions of Section V of the tariff. (News from Maryland Port Administration)

Aid Order for Flour

Buffalo, N.Y.:—The Port of Buffalo is due to receive a government foreign-aid order for the shipment of 1,250 tons of flour. Officials of the International Longshoremen's Assn. locals estimated the shipment, (in unloading grain and loading flour on ships bound for overseas), would provide work for hundreds of men at the port. According to Rep. Jack F. Kemp who was largely re-



Baltimore, Md., October 6:—Tadanobu Watanabe, recently appointed by the Maryland Port Administration as its Far East Trade Development Director, shakes hands with Governor Marvin Mandel when the two met in Annapolis recently. With Joseph L. Stanton, Maryland Port Administrator looking on, the two briefly discussed the prospects of increased trade from Asia through the Port of Baltimore. Mr. Watanabe's office is in Tokyo, the newest of three overseas trade development outposts operated by the MPA—the other two in London and Brussels. (News from Maryland Port Administration)

sponsible for the shipment here, the 1,250 ton cargo would give Buffalo a chance again to prove it is competitive with ports on other U.S.A. seacoasts. Congressman Kemp said the bulk of orders in recent years had gone to ports on the Gulf Coast and to others on the Atlantic and Pacific Coasts. The last flour order from the U.S. Agency for International Development (AID) given to Buffalo was 9 million pounds in October, 1970. (Port of Buffalo Progress Bulletin, August)

Record Potash Cargo

Buffalo, N.Y.:—After docking at the NFTA Seaway Piers in Buffalo, the Buffalo freighter H. Lee White, of the American Steamship Company, unloaded the largest cargo of potash ever consigned to Buffalo since the commodity first started to move here two seasons ago. The 20,110 tons of potash moved by truck and rail from Manitoba to Superior, Wisconsin, where it was loaded aboard the freighter White. After traveling the Great Lakes to Buffalo, the grainy white material

was transferred in a self-unloading operation from the ship to the Port of Buffalo's bulk storage area. There it awaited distribution to chemical plants in Niagara Falls.

The shipments of potash here are a direct result of negotiations between the International Minerals & Chemical Corporation in Skokie, Ill., Francis Dee Flori, Trade Development Manager for the NFTA and William Pfohl, head of the Pfohl Trucking Company. (Port of Buffalo Progress Bulletin, August)

Handbook Available

Long Beach, Calif.:—A new publication, "Harbor Handbook . . . a Digest of Facilities and Services", has just been produced by Port of Long Beach, California, and is available to members of the maritime industry upon request.

The 40-page handbook contains maps, photographs and a description of all the physical facilities available to shippers in America's most modern port. Also described are water depths—at up to 62 feet the deepest in the Pacific—as well as exact

dimensions of the 68 berths, transit sheds, warehouses and specialized terminals within the 8.6 square mile Long Beach Harbor district.

A special section lists ships services, such as bunkering, warehousing, consolidating, stevedoring, cranes, repairs, towage, pilotage and anchorage. A listing of the 45 steamship lines serving Long Beach on a regularly scheduled basis and current tariff data concludes the digest.

Copies of the Harbor Handbook may be obtained from the Trade Development Division, Port of Long Beach, P.O. Box 570, Long Beach, California 90801. (The Port of Long Beach News)

C'ship Link to S.E. Asia

Long Beach, Calif.:—The only full-containership express service directly linking Southeast Asia with the West Coast has been launched at Port of Long Beach with arrival of the "K" Line's Oregon Maru at Berth 122, Pier E.

Asian ports of call included in the new service are Pusan, Korea; Hong Kong; and Kaohsiung and Keelung, Taiwan. Elimination of traditional stops in Japan reduces transit time of cargos by five days or more. Sailing frequency is every two weeks in both directions.

All three ships assigned to the route—Oregon, Colorado and Montana—feature special ship cranes to facilitate fast handling of "K" Line's unique 40 foot "all-on chassis system" containers.

Kawasaki Kisen Kaisha, Ltd. president Mamoru Adachi and other officials marked the occasion with a reception aboard the Queen Mary, where guests viewed the 52 acre "K" Line terminal site presently under construction nearby at Berth 234-236 on Pier J.

Two 30 long-ton capacity container cranes are now being assembled at Berth 234 and \$3.5-million in contracts has just been approved to construct an operations office, freight station and maintenance sheds.

According to Kenichi Abe, president of International Transportation Service, Inc., who will operate the \$10-million "K" Line terminal, the carrier will move to the new site

early in 1972, with completion of all facilities expected in April.

Kerr Steamship Company is general agent for "K" Line. (Port of Long Beach News)

Oldest Steam Yacht

Long Beach, Calif.:—SS Medea, believed to be the world's only remaining iron-hull steam yacht, has arrived in Port Long Beach on a final leg of the long voyage from Europe to her eventual resting place at the San Diego Maritime Museum.

Recently purchased by Los Angeles oilman Nelson Paul Whittier, the 200-ton vessel was built in Scotland in 1904 by Captain MacAllister Hall of Torriada Castle in just 51 days. She saw service as a floating hospital on the Seine during World War I and a barrage balloon tender in the English Channel during World War II.

Whittier plans on cruising the unique craft to his island shipyard in British Columbia for a year-long restoration to her original condition.

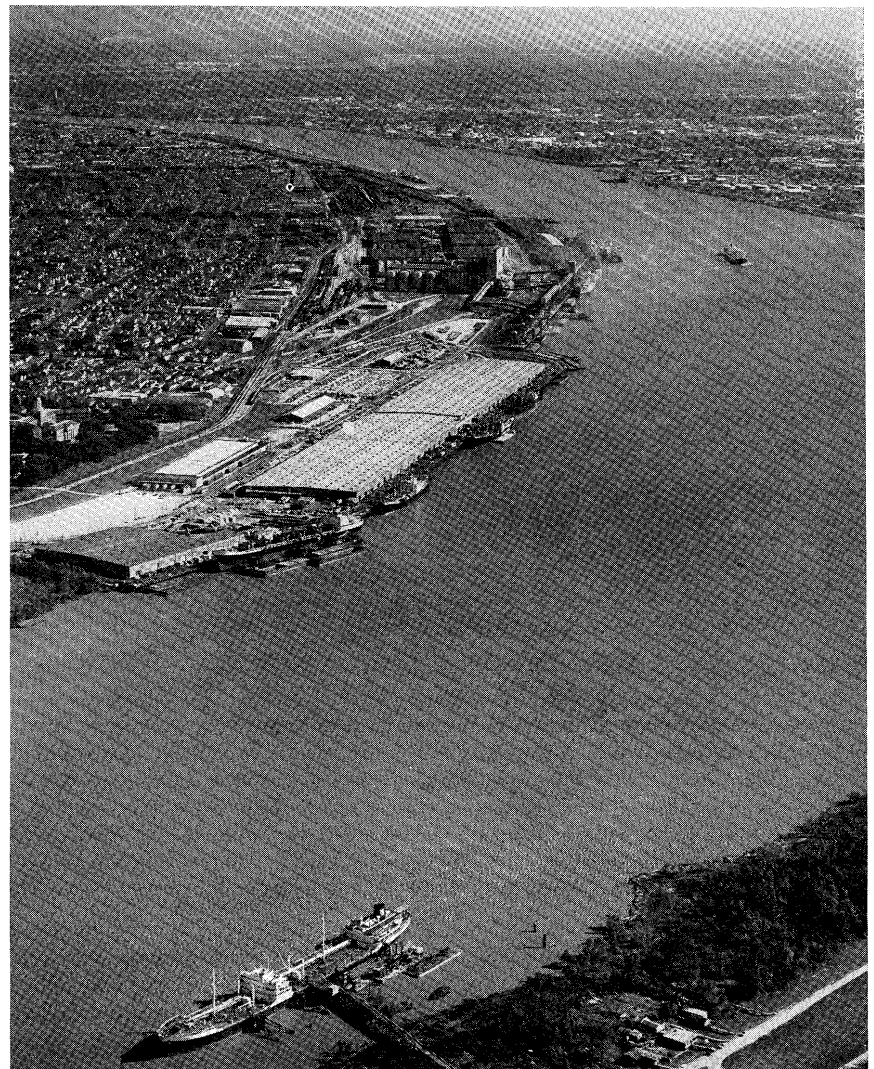
Arriving as deck cargo from Europe aboard the MV Riederstein of Europe-Pacific's new tri-nation container service, the 125-foot long yacht was lifted into Long Beach Harbor by the world's largest self-propelled floating crane, rented from the Long Beach Naval Shipyard for the occasion.

When rebuilt to specifications in the Spring of 1973, the Medea will join the iron-hulled clipper Star of India in San Diego. Whittier estimates the complete cost of the project as over \$200,000, but ventures this size are nothing new to the donor.

After all, he began his hobby of collecting rare relics back in 1928, when he bought 28 Fokker aeroplanes in Holland. (Port of Long Beach News)

1970 Trade Reviewed

New Orleans, La., September 15:—The 75th year in the life of the Board of Commissioners of the Port of New Orleans was successful statistically and adventurous historically, according to the Annual Report recently submitted to Gov.



New Orleans:—The Henry Clay-Nashville wharf complex is presently the upriver east bank limit of port facilities on the Mississippi River. The Public Grain Elevator is just downriver.

John J. McKeithen by Richard B. Montgomery, Jr., president of the Board.

The port still ranks second in the nation in value of foreign commerce and tonnage of waterborne commerce. According to the U.S. Army Corps of Engineers, the port handled 123,674,208 tons of cargo at both public and private facilities in 1970. This is a healthy 10.3 million tons more than 1969. For the fiscal year 1970/71, the port handled 15,603,522 tons of cargo over public facilities. This is a 20 percent increase over 1969/70. The port's annual rate of increase continues to be several points higher than the national rate for ports.

Imports, at 6.8 million tons, were up 8 percent for the fiscal year. Exports, at 3.1 million tons, were up

23 percent. Grain movements, at 5.9 million tons, were up 25 percent. Banana imports were up at 12 percent. Coffee imports were down 9 percent. The Public Bulk Terminal, continuing its high annual growth rate, handled 1.8 million tons of bulk commodities, a 36 percent increase over 1969/70.

Perhaps the most staggering single area of increase was container handling which saw a 94 percent increase over 1969/70 and is still rising.

This was the year that New Orleans' first containerized cargo terminal went under construction, using money provided by Act 15 of the Louisiana Legislature in 1969. The first of nine planned berths of

(Continued on Next Page Bottom)

Elizabeth Container Terminal Nears Completion

The Port of New York Authority

New York, N.Y., October 7:—As Austin J. Tobin stated in his address which was delivered last March in Auckland, New Zealand, before the Annual Conference of New Zealand Harbour Boards, the Elizabeth-Newark container ship handling complex continues its construction and development with total completion to take place by the end of 1972.

A large step toward rounding out services to be offered was taken on October 6 when announcement was made of an agreement between The Port of New York Authority and the Central Railroad of New Jersey.

the France Road container terminal will be ready for use by 1972. Ground is already being prepared for two more berths. This is an important part of the 30-year, \$400 million Centroport development plan.

This was also the year of the launching of the "Know Your Port" campaign, a many-faceted movement on the part of the Dock Board to familiarize city, parish and state populations with the role the port plays in their economy and the potential increased value it offers for the future. The enthusiastic public support aroused by this campaign has been one of the port's most satisfying benefits of this fiscal year.

The Board is still pressing its petition to Congress and U.S. Army Corps of Engineers to enlarge the Mississippi River—Gulf Outlet from 36 feet deep and 500 feet wide to 50 feet deep and 750 feet wide. The Board is also urging the Corps of Engineers to expedite construction of a new and substantially larger lock connecting the Mississippi River—Gulf Outlet with the Mississippi River and its tributaries. (Port of New Orleans)

The comprehensive agreement is to run for an initial period of 35 years substantially increasing the revenues of the Central Railroad by the movement of additional commerce and increasing the tax revenues to the City of Elizabeth. The project will provide expanded rail service to port users and make available to them additional cargo buildings and open storage areas. As improved roadway exit from Port Newark and Elizabeth to the south will also be constructed under the agreement.

Under the agreement, the Port Authority would lease from the CNJ two parcels of property totaling approximately 127 acres adjacent to the Elizabeth Marine Terminal, and would build cargo distribution buildings, open storage areas and a paved road at an estimated cost of \$20,000,000. The improvements would be made in the name of the railroad, which would be obligated to provide railroad service into the developed property.

The leased area would include approximately 118 acres of land on the west side of McLester Street which would be leased for an initial period of 35 years at an average annual rental of \$462,000. Cargo distribution buildings with a total of about 832,000 square feet of space and approximately 75 acres of paved area for the temporary storage and distribution of waterborne cargo would be built in this area by the Port Authority to meet the need for facilities to handle the steadily growing volume of commerce at the seaport.

When the property is fully developed according to plan, the City of Elizabeth could receive an estimated \$535,000 in annual tax payments.

About 8.7 acres of land located to the west of the 118 acres to be used for highway construction would be

leased by the Port Authority for a period up to four years at an additional rental of about \$32,100 a year. As part of its overall construction project, the Port Authority would build a new 4750-foot-long, four lane roadway linking Bay Avenue with North Avenue. The new roadway would provide a satisfactory highway system on the south end of the Elizabeth Marine Terminal.

In addition, the completed development would require improvements to portions of Bay Avenue, an Elizabeth dedicated street within the marine terminal and the CNJ property. If the improvements are made by the City of Elizabeth, the Port Authority would assume the railroad's assessment, estimated to cost \$170,000.

The Central Railroad would build and operate a rail container yard on their property adjoining the leased area to serve shippers using the Elizabeth Marine Terminal.

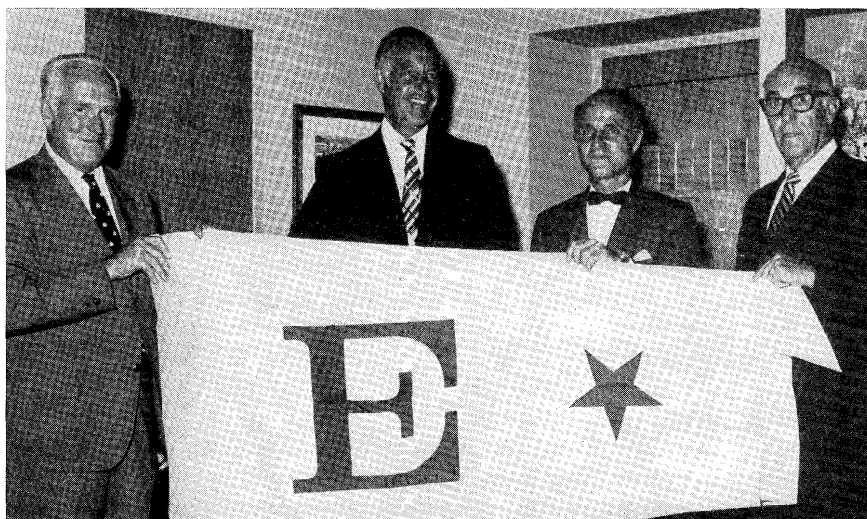
Development of the Elizabeth Marine Terminal and adjacent Port Newark by the Port Authority has been carried out vigorously to insure that facilities would be available to handle the wide variety of products made, sold and bought by New Jersey citizens. The industries of New Jersey produce such a volume of products for worldwide markets that it now ranks eighth of the 50 States in dollar value of exports.

The local economic impact of these marine terminal is significant. About 300,000 workers, or 37 per cent of all manufacturing employees in New Jersey, produce products for export through these facilities. Over 7,200 men and women earning \$57 million a year handle and process the goods at the seaports. An additional 800 men are busy working on construction of the additional facilities needed to meet the demand of increased port operations.

"E Star" Award Given

New York, N.Y., August 23:—The Port of New York Authority today received the Presidential "E Star" Award for continued superior performance in promoting United States exports.

The award was presented to



New York, N.Y.:—The Presidential “E Star” Award for continued superior performance in promoting United States exports was presented to The Port of New York Authority on August 23. Shown with the symbolic flag following the ceremony are (left to right) Clifford B. O’Hara, Port Commerce Director of the Port Authority; Harold B. Scott, Acting U.S. Assistant Secretary of Commerce for Domestic and International Business; Howard G. Sloane, Chairman of the New York Regional Export Expansion Council; and Arthur C. Rutzen, Director of the New York Field Office of the Department of Commerce. (U.S. Dept. of Commerce News)

Austin J. Tobin, Executive Director of the Port Authority, by Harold B. Scott, Acting U.S. Assistant Secretary of Commerce for Domestic and International Business, during a ceremony at the Authority’s headquarters at 111 Eighth Avenue at 11:30 a.m.

The bi-state agency is the first port organization to receive the “E Star” Award since it was established last year as a second honor to recognize continued outstanding performance by companies or organizations which already have won the President’s Export “E” Award.

Since receiving the original “E” Award in 1962, Mr. Scott noted, the Port Authority has intensified its programs of service to traders and shippers and it has applied new concepts and methods to the promotion and servicing of international commerce.

Working out of trade development offices in Chicago, Cleveland, Pittsburgh, Washington, D.C., San Juan, London, Zurich and Tokyo, in addition to New York, the Authority’s 20-man trade team has made an average of 10,000 calls each year to encourage businessmen to enter the export field, to assist exporters with shipping problems,

and to provide information to trade executives and others new to export.

As an inducement to new exporters, the Authority’s transportation specialists have fostered containerization. The organization has sponsored containerization conferences, compiled a special cargo containers guide and produced two motion pictures depicting the container revolution in the Port of New York and benefits to be derived from participation in it.

The agency also publishes a monthly magazine “Via Port of New York” which is distributed to 30,000 exporters and importers and it con-

ducts an active advertising campaign to promote trade.

Another of its significant contributions to trade expansion is the new World Trade Center, now nearing completion in downtown Manhattan, designed to bring participants in the complex business of foreign trade together in one great marketplace and to service them with the most modern electronic communications systems and data processing facilities available.

The Port Authority likewise has cooperated with the New York Regional Export Expansion Council, helped organize World Trade Week observances in the New York-New Jersey area, and supplied exhibits for trade fairs and trade center shows in Europe and the Far East.

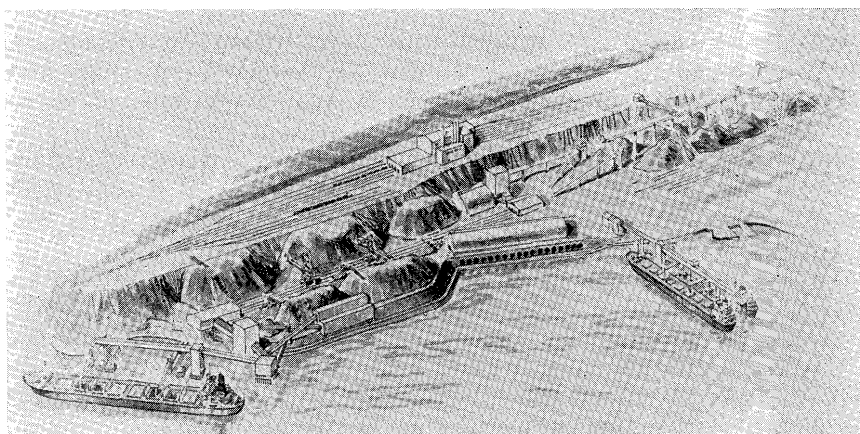
The award conferred today consists of a citation signed by Secretary of Commerce Maurice H. Stans in the name of President Nixon, a flag with the “E Star” emblem, and “E Star” lapel pins.

The citation reads:

“The Port of New York Authority, winner of the Presidential “E” Award in 1962 for successfully furthering the sales of U.S. products and services abroad, is hereby awarded the “E Star” for continued superior performance in this important national effort.” (U.S. Dept. of Commerce News)

Narvik Harbor Expansion

New York, N.Y.:—Soros Associates, consulting engineers of New York, were awarded the consulting work by LKAB for a future expansion plan of the Narvik (Norway)



“Project KALA” at Narvik.

ore port. Narvik is today the largest ore port in the world and handled 22 million Long Tons in 1969.

In the first phase the project will accommodate ships up to 150,000 DWT with loading rates of 10,000 tons per hour at the new berth. Eventual expansion will make it possible to accommodate ships of up to 350,000 DWT with loading rates of 20,000 tons per hour. It will be carried out in accordance with a Master Plan developed by Soros Associates so that the eventual expansion may be made without interruption of operations.

The engineering of the completely integrated system, including all marine and land based facilities as well as the complete material handling and electrical installation, is scheduled to be completed by June 1972. (Soros Associates)

AAPA 3rd Vice President

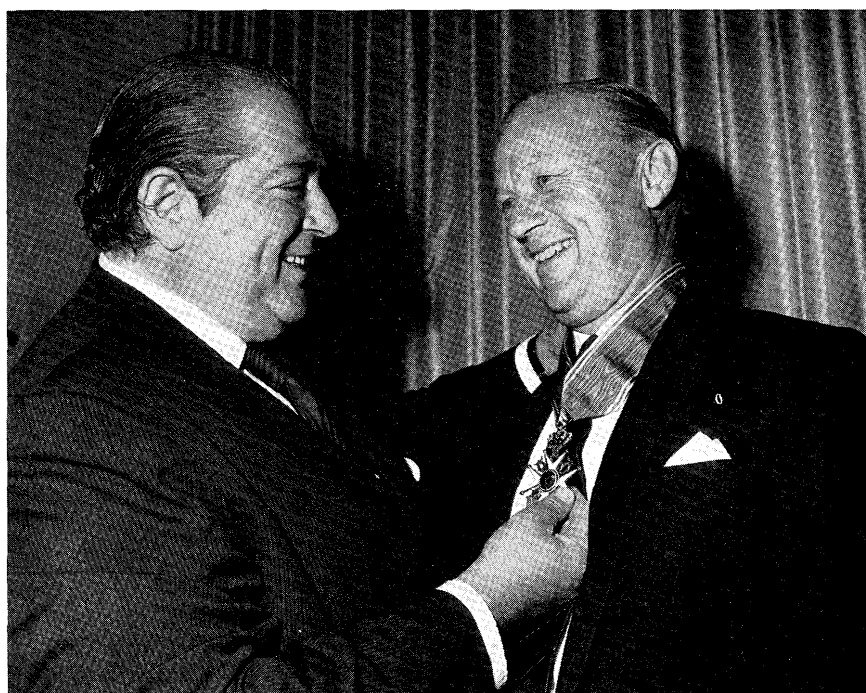
Oakland, Calif., October 1:—Ben E. Nutter, Executive Director of the Port of Oakland, has been elected Third Vice President of the American Association of Port Authorities, it was announced today at the annual AAPA convention in Portland, Maine.

Nutter, who is responsible for the overall operation of the Port of Oakland, which includes extensive marine and container terminals, Oakland International Airport, and additional industrial and commercial properties, has served as a Director and member of the Executive Committee of AAPA.

Other officers elected at the convention were James W. Davis, Executive Director of the North Carolina State Ports Authority (Wilmington, N.C.), President; John A. McWilliam, General Manager, Port of Toledo (Ohio), First Vice President; and, Charles S. DeVoy, General Manager and Port Director, Port of Galveston (Texas), Second Vice President. (Port of Oakland)

Port of Olympia

Port of Olympia, Wash.:—The Olympia Port District, best known as the Capitol of the State of Washington (at Olympia), and by its oyster production and famous Olym-



San Francisco, Calif., August 25:—MARINE EXCHANGE DIRECTOR RECEIVES AWARD—Chris Blom (right), president of Overseas Shipping Co., and director of the San Francisco Marine Exchange, receives the insignia of "Commander of the Royal Order of St. Olav" from Finn Koren, Consul General of Norway in San Francisco. The Royal Norwegian Saint Olav's Order was founded by King Oskar I in 1847. Membership in the Order is granted in recognition of distinguished services to country and humanity and is the highest Norwegian award given in peace time. "It is very seldom this high degree of the Order is given to a Norwegian subject," said Mr. Koren. (Marine Exchange)

pia beer (at Tumwater), cannot be overlooked as one of the state's and Puget Sound's most important ocean ports.

The Olympia harbor is well sheltered and accommodates a reserve ship fleet of the U.S. Maritime Administration as well as the Port's ocean and other's inland terminal facilities. The navigation entrance channel and 800 × 3,000 foot turning basin are maintained at a depth of 30 feet, m.l.l.w. Ship berths are maintained at a depth of 35 feet. The normal tidal range is 14.5 feet. There are no tidal currents in the Olympia harbor of sufficient velocity to affect navigation. Good anchorage in muddy bottoms are found anywhere north of the channel entrance and the Olympia shoal.

Ocean terminal facilities of the Port of Olympia are well maintained and equipped with modern appliances and cargo handling devices: Basic terminal facilities on the east of the turning basin, include a quay

type pier 2,000 feet in length, fitted with double ship-side trackage. The pier is backed by 101,000 square feet of 14 foot height transit sheds and eight acres of open cargo yard, Cargo handling equipment includes two 50-ton capacity 60 foot Gantry cranes fitted with 120-foot booms travelling 516 feet on the pier apron; two 40-ton locomotive cranes; four mobile log handlers ranging from 10 to 35-ton capacity; numerous 2 to 7½-ton yard and warehouse lift trucks; lumber straddle trucks; a rail car switcher and other modern cargo handling devices.

The partially improved 10-acre West Bay terminal is on the west of the turning basin. It presently serves as an export log receiving, handling and rafting site. Complete log handling services are provided to shipside at this terminal. Ship-board telephone service is provided as a convenience to ships and shipper.

Olympia cargo handling labor is

efficient and experienced with all types of cargo and handling devices. Terminal rates are favorably competitive with those of other terminals on Puget Sound and on the Pacific Coast. Towboats and barges, ship chandlers, ship repair, brokerage, customs and the necessary services are all readily available at Olympia. On terminal property are operated Port owned cold storage warehouses of 250,000 cubic feet of freeze and cooler space. Sharp freeze equipment and space is provided. This plant is handy to shipside, to rail and truck transportation.

Tampa Cargo Jumps

Tampa, Fla.:—Cargo handled at the Port of Tampa increased by 13.2 percent during the first six months of 1971 as compared with the first six months of 1970, Guy N. Verger, port director, reported.

Cargo amounted to 17,977,019 tons as compared with 15,880,148 tons January through June a year ago. During the first half of this year, 997 ships and 490 barges entered and cleared the port.

Each of the six months of this year has shown an increase in tonnage. The month of June showed an increase of nearly seven percent over June, 1970. (News from the Tampa Port Authority)

Spending on Capital Works

Melbourne:—More than \$7,000,000 is to be spent during 1971/1972 by the Melbourne Harbor Trust Commissioners on capital works to ensure that the Port maintains its position as the State of Victoria's main gateway for shipping as well as the Nation's largest general cargo port.

Included in the works is the continuation of the construction of wharves in Swanson Dock for container ships and the fourth berth, No. 2 East, on which work has already commenced, is expected to be completed by June 1972 at an estimated cost of \$1,600,000.

This berth will be equipped with a container handling crane at an estimated cost of \$800,000, which will be designed and built in Victoria by Deer Park Engineering Pty.

Ltd., which Company at present has a crane nearing completion on Berth No. 1 East Swanson Dock.

Now that the Government has authorized the Melbourne and Metropolitan Board of Works to proceed with the construction of the new Johnson Street Bridge on the western section of the Ring Road which will cut off a number of berths along North and South Wharves, the Trust must commence construction of new roll-on roll-off berths and depot facilities for the Union Steam Ship Company ships trading to Tasmanian and New Zealand Ports, as soon as the necessary financial arrangements with the Board can be finalized. It is expected that this work, which is estimated to cost \$2,500,000, will commence towards the end of the current financial year.

In addition to the construction of new berths in Swanson Dock and complete reconstruction of Berths 5-7 Victoria Dock for the Union Steam Ship Company ships, miscellaneous improvements will be made to other berths to enable specific new ships to berth and be worked efficiently.

These will include:

1. Reconstruction at No. 14 South Wharf as a roll-on roll-off berth for trade with King Island and North West Coast of Tasmania.
2. Extension of No. 32 South Wharf to accommodate the roll-on roll-off ships of the Pacific Australia Direct Line.
3. Partial reconstruction of Berth No. 23 South Wharf to suit modern ships of a specialized roll-on roll-off design for the B.H.P. steel trade.

Further improvement of the Passenger Terminal at Station Pier, Port Melbourne, is being undertaken involving the extension and complete refurbishing of the accommodation at the inner berths. The completed cost of this work including work already in hand is estimated at \$800,000.

Besides dredging on the maintenance of the channels of the Port, the Trust expects to spend \$1,400,000 on widening and deepening of the river channel this financial year.

As its latest dredge is now 20 years old, the Trust intends to ob-

tain a new, modern dredge to cope with the extensive construction programme of deepening and widening of channels that will be necessary for a number of years. Tenders will be invited during the present financial year at an estimated cost of \$2,000,000.

Other works listed for the current financial year include the purchase of a new tug to assist in dredging operations and construction of further new road works to service the container complex in the Swanson Dock/Appleton Dock area. (Melbourne Harbor Trust Port Gazette, September)

Secretary Appointed

Melbourne:—The Commissioners of the Trust have appointed Mr. Keith Roger Trueman, 47, Secretary of the Port of Melbourne.

Mr. Trueman joined the Trust as a Junior Clerk on the 16th August, 1940 and has worked in most of the administrative sections of the Trust. A qualified Accountant by profession, he has in recent years been attached to the Financial Department.

When the Commissioners decided to introduce electronic data processing by means of computer in 1966, Mr. Trueman was appointed supervisor of the project.

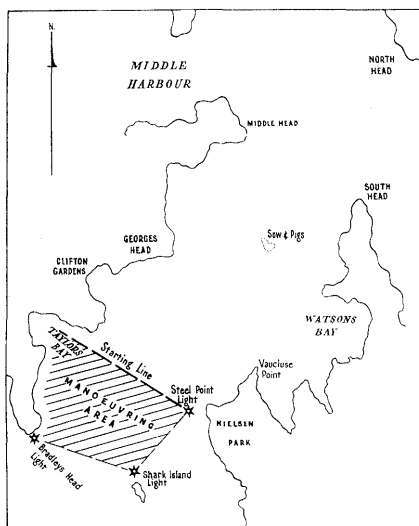
He was appointed Accountant in September, 1967 and Treasurer in December, 1970.

During World War II he was a commissioned officer with the Royal Australian Air Force as a Wireless/Air Gunner. He served with the R.A.A.F. in Britain and was awarded the D.F.C. for operational service in bomber command. On his return to Australia, he rejoined the Trust.

In June this year, Mr. Trueman attended a six weeks study course at the University of Hawaii in Advanced Management, conducted by Professors of the School of Business Administration of Harvard University.

Married, he has two daughters who are also married.

Mr. Trueman took over as Secretary last month. (Melbourne Harbor Trust Port Gazette, September)



Hobart Yacht Race

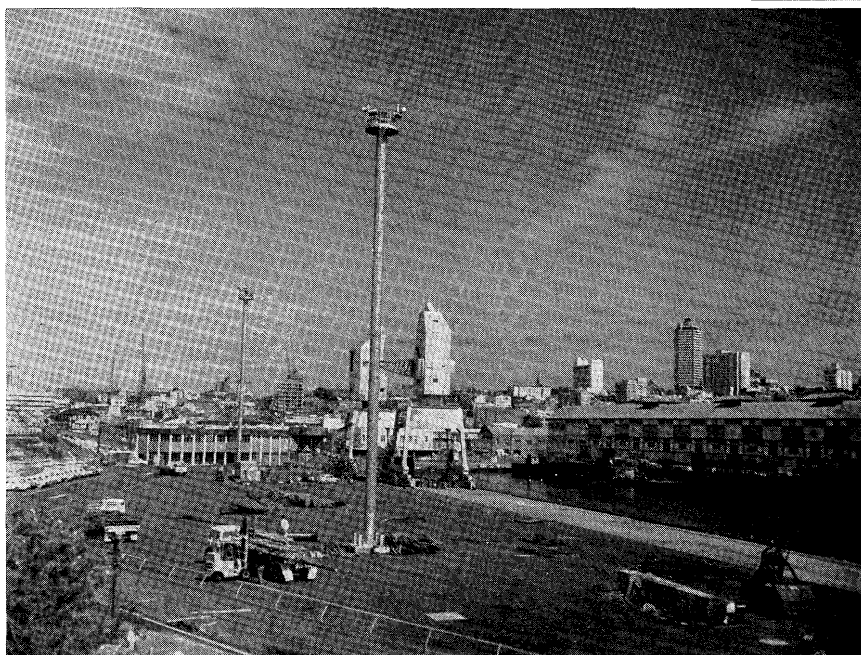
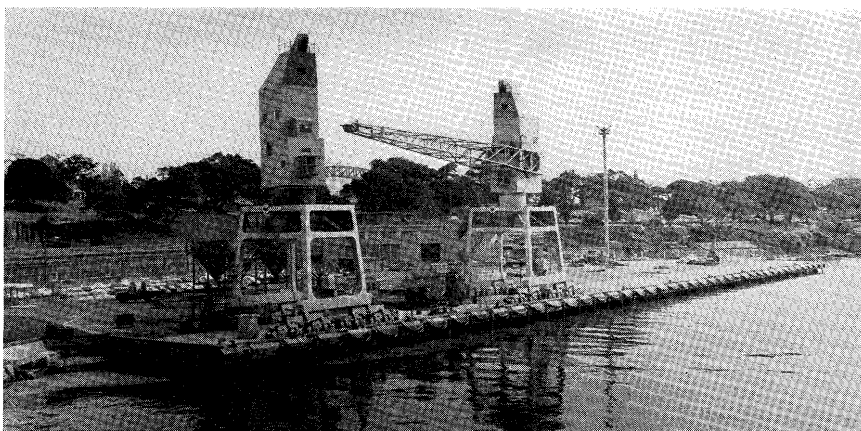
Sydney, 27th August: — A new starting line, between Steel Point and Taylor Bay, will be used for the Hobart Yacht Race commencing in Sydney Harbour on Boxing Day, 26th December, 1971.

This was revealed in a joint announcement made in Sydney today by Mr. W. H. Brotherson, President of the Maritime Services Board and Mr. M. E. Davey, Secretary of the Cruising Yacht Club of Australia.

Mr. Davey said up to 100 yachts could be involved in this year's race and he had been invited by Mr. Brotherson to meet with him and the Harbour Master and his officers to discuss ways and means of catering for this large number of craft.

He said the new line, which was mutually agreed upon, is closer to the entrance of the Harbour than the traditional starting point off Piper and it will provide sufficient length of line to permit a one division start to the race and will help overcome problems resulting from a massed start in a confined area with such a large number of yachts involved.

Mr. Brotherson said the Board has been anxious to cater fully for the competitors in the race and the new starting point will provide more manoeuvring room and will assist in removing a potential source of congestion. (The Maritime Services Board of N.S.W.)



New Dry Bulk Berth

Sydney, 23 September: — The President of the Maritime Services Board, Mr. W. H. Brotherson, disclosed in Sydney today that work on the construction of a new dry bulk berth at No. 11 Woolloomooloo Bay is in the final stages of completion and the Board expects the wharf to be commissioned at the end of next month.

It was indicated that the berth provides a wharfage face of 650 ft. and has a surrounding land mass of 3 acres which will be available for the handling of the bulk dry cargoes intended for movement through the area.

In order to facilitate the handling of bulk commodities at the berth it has been equipped with two 26-ton level luffing wharf mounted cranes.

The old berth which No. 11

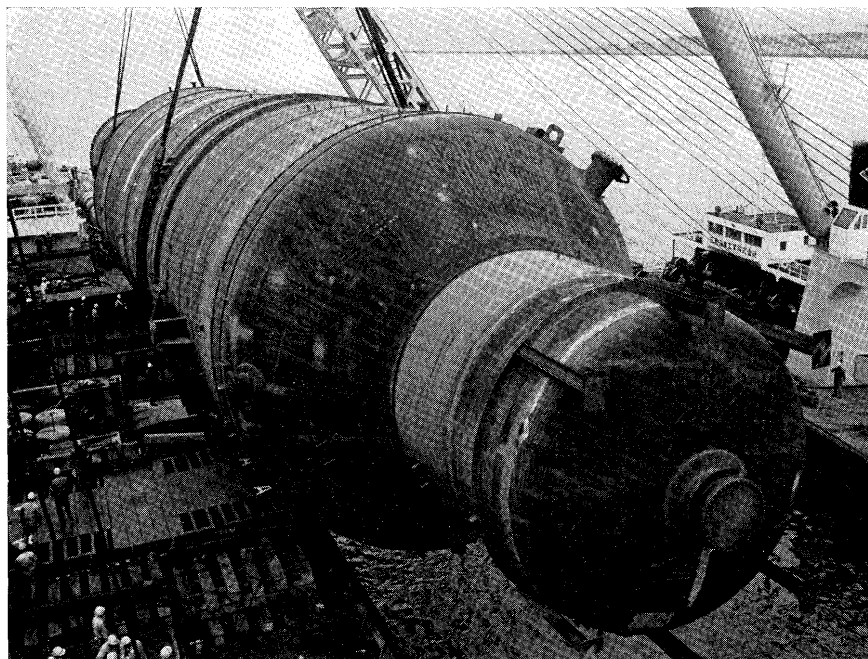
Woolloomooloo Bay will replace embraced only a limited land mass and was not equipped with cranes.

The new berth has been designed to accept the heavy wheel loadings needed for modern cargo handling techniques.

The total cost of the construction of the berth with all associated facilities including administrative offices, port worker's amenities and wharf mounted cranes amounted to approximately \$1¼ million. (The Maritime Services Board of N.S.W.)

New Port Handbook

Hong Kong, 28 September:— Since its first appearance in 1966, the Marine Department's official handbook of the port, entitled 'The Port of Hong Kong', has attracted a steadily expanding readership all over the world. The fourth edition has just been published with its 82



Tokyo:—Photo shows a 500-ton oil refining tower being loaded aboard "Kusunoki Maru" (17,303 dwt) of Tokyo Kaiji Shipping Co. at the Port of Chiba for shipment to Venezuela. Another tower of such shape (weighing 300 tons) was also loaded aboard the same ship. The towers were completed by the Chiba Works of Mitsui Shipbuilding & Engineering Co., Ltd. on order from Creole Petroleum Corporation of Venezuela, an Affiliate of Standard Oil Co. (New Jersey). (Mitsui Shipbuilding & Engineering Co., Ltd.)

pages of text entirely revised to provide new facts and information on every aspect of the harbour and its services. Also new are the extensive full-colour illustrations, specially commissioned and selected for this publication. Many of these depict the growing range of container cargo facilities available in the port. Designed by the Government Information Services, "The Port of Hong Kong" is distributed by the Marine Department to shipping companies, manufacturers, import-export agencies, airlines, banks and all other organizations making use of the port facilities. (The Week in Hong Kong, H.K. Government Information Services)

Food from Red China

Kobe, October 22:—A good quantity of fresh vegetables, including onions, radishes, Chinese cabbages and so on, arrived at No. 1 pier of the Shinko-Piers, Kobe Port, on October 14 morning, carried by a singapore ship "Ocean Jupiter" (4,843 gross tons).

They had been shipped from

Hsinking Port, as the first part of a series of cargo of refrigerated fresh vegetables imported from Mainland China by Maru-ichi China to Japan.

It was in fact the first time that these kinds of goods were imported from Mainland China to Japan.

Vegetables were put on sale in a few department stores and supermarkets in Kobe, Osaka and Tokyo at considerably lower prices to give a shock to the existing high prices of the same sorts of commodity, and attracted a public popularity. (News Release from Port and Harbor Bureau, Kobe City Government)

Le Havre Rep. in Tokyo

Tokyo:—S.A. SECLAF, French Bank Bldg. 5th floor, Akasaka 1-chome, 1-2, Minato-ku, Tokyo 107, P.O. Box 764 (Tel. 582-3875, Telex J22305), recently-opened branch office of S.A. SECLAF, 21 Bldg. Malesherbes, Paris 8e, France, a French commercial firm of the La Fayette Group, represents in Japan LE HAVRE PORT AUTHORITY, terre-Plein de la Barre, Le Havre, France, it was announced by Mr.

Jean A. Monnin, representative of SECLAF in Japan.

Russian Shipping Experts

Penang:—The first visit to the Port of Penang by a team of Russian shipping experts was made on 17th April 1971, to obtain a first hand knowledge of the facilities in the Port. The team consisting of representatives from the Ministry of Merchant Marine of Russia, the Black Sea Steamship Company and Attaches of the Russian Embassy in Malaysia accompanied by Mr. Teoh Tiaw Poh of Hai Thong Shipping Co., local agents for Russian shipping were met by the General Manager and Assistant General Manager on their arrival.

The visitors were briefed by the General Manager on the operations and facilities in Penang and the expansion projects undertaken by the Penang Port Commission. They were later taken on a tour of the Port Area including the Butterworth Wharves where they were shown around the facilities and observed for themselves the cargo handling operations in progress at that time.

Referring to their visit the spokesman said that no specific purpose or plans were involved but since Penang is a port of call for Russian ships it was of interest to them to see for themselves the facilities and services offered here.

Indications are that there is a possibility of more Russian ships being re-routed to take on cargo from Malaysian ports. Since then, three Russian ships have called in Penang to load between them about 4,000 tons of cargo, mostly tin, rubber and timber for the continental ports. (Berita Pelabohan, July)

Customs Control

Antwerp, August 25:—Within the frame of the new dispositions regarding the customs control on the shipment of goods in the port of Antwerp, the handing in within three days following upon the ship's departure of a copy of the outgoing manifest with the first office has been replaced by a customs decla-

(Continued on Next Page)

Docks Board Feature Article

Market Research Aids King's Lynn and Lowestoft

British Transport Docks Board

Britain has over 300 ports scattered around her coastline varying in size, efficiency and profitability, but both large and small need to be marketed to potential users if they are to survive with any success in today's commercial battle for the attraction of new trades.

As part of this battle the British Transport Docks Board, with nineteen ports under its control, has recently strengthened its marketing team and appointed Mr. Eric Pollock, who had been the Docks Board's Economist since 1964, as marketing manager. A recent assignment undertaken by the new team has been a market survey for the two Docks Board ports in East Anglia—King's Lynn and Lowestoft.

A questionnaire was sent to 1,400 companies, mainly in a 60 mile radius of the two ports, but extending on a sample basis as far afield as South Wales, the Mersey, Humber and South London. The survey had two main objectives; to maintain liaison with existing users; and to establish where there was potential for additional or new traffics, especially to and from Scandinavia, the Low Countries and Germany.

With entry into the Common Market a current topic, and with Britain seemingly poised on the brink of entry, the question asked by these two ports, as indeed it is

ration of the cargo loaded with the quay office concerned, whether (and by preference) in the shape of a cargo list, compiled by the firm which by order of the shipping company or the ship's agent is supervising the loading operations, or in the shape of a copy of the manifest compiled by the shipping company or the ship's agent. (Assiport Press Release)

asked by industry all over the country, is "what is in it for us". A question which is extremely difficult to answer. Both ports are geographically well placed to serve the short sea routes to the Continent, indeed, Lowestoft, which is Britain's most easterly port, is only 98 miles from Rotterdam—closer by nearly 20 miles than London. Both ports have ample room for development and the capacity to deal with extra traffic from London, South Wales, the North-east, and especially the industrial Midlands; and as a result of unitisation increasing tonnages of cargo from as far afield as the West coast are being routed overland and through East Anglian ports.

King's Lynn is one of the nearest east-coast ports to the Midlands conurbation, and most of her trade is with that area. Indeed, the market survey has revealed a considerable interest in using the port by a number of West Midland firms.

Principally an importing port, the backbone of her trade has been the traditional trade of timber, and recently the growth of a regular cargo liner service to Hamburg.

This twice-weekly roll-on/roll-off container and general cargo service is run by the Washbay Line, and has grown considerably in importance since it began operations in 1967. Much of the outward cargo carried by this route is destined for transshipment to Eastern Europe and the Middle East, and there are connecting roll-on/roll-off links from Hamburg to Finland and Sweden, whilst inward container traffic is mostly destined for container groupage terminals at Birmingham and Leeds. The twice-weekly sailings of the m.v. 'Alster' and 'Lynn' will soon be increased to three times a week, and augmented by the addition of another vessel, and it is

anticipated that by the end of the year the service could be handling 100 containers a week—not a large amount by the standards of Southampton or Tilbury, but an exciting prospect for a port the size of King's Lynn.

To cope with this increase in traffic and to cater for further expansion, the Docks Board have recently purchased a 32-ton derrick crane at a cost of over £43,000 to extend the unit load handling facilities. This crane should be in operation by October. The scheme also involved the demolition of part of a transit shed and the provision of an additional three acre marshalling area for container traffic adjacent to the existing roll-on/roll-off berth terminal in the north-west corner of Alexandra Dock.

Another improvement which has recently taken place at the port has been the consolidation of most of the timber handling at the south-west corner of Bentick Dock. The quay area was repiled and surfaced and two 7½ ton and one four-ton electric cranes moved from other parts of the port to this timber terminal. Since the provision of this facility, and the fact that most of the timber now arrives in pre-slung packaged form, discharge time for timber cargoes have improved dramatically, and recently two gangs discharged 450 standards in only eight hours. The port handled 110,325 tons of timber during 1970, mainly from Scandinavia and Finland, and in the first seven months of this year has dealt with 69,004 tons.

Because of the good communications with the Midlands and the South, the port three years ago won the Czechoslovakian Skoda cars and Zetor tractor trade, the vehicles being shipped from Hamburg. The Docks Board provided a four-acre site with a special link road into the docks at a cost of £85,000. Imports of these cars and tractors have been increasing, nearly 3,000 were dealt with last year and in the first seven months of this year 1,900 have been handled with an estimated 3,500 for the whole year.

The port has ample capacity to cope with general cargo imports and exports and a twice-weekly liner service to Rotterdam is operated by

Batavier Lines.

Mr. Bernard Pearson, King's Lynn docks manager, is optimistic about the port's future and the effects of entry into the Common Market. Already this year import traffic from the Continent is up by nearly a third compared with 1970, and he hopes that further business will accrue as a result of the market survey.

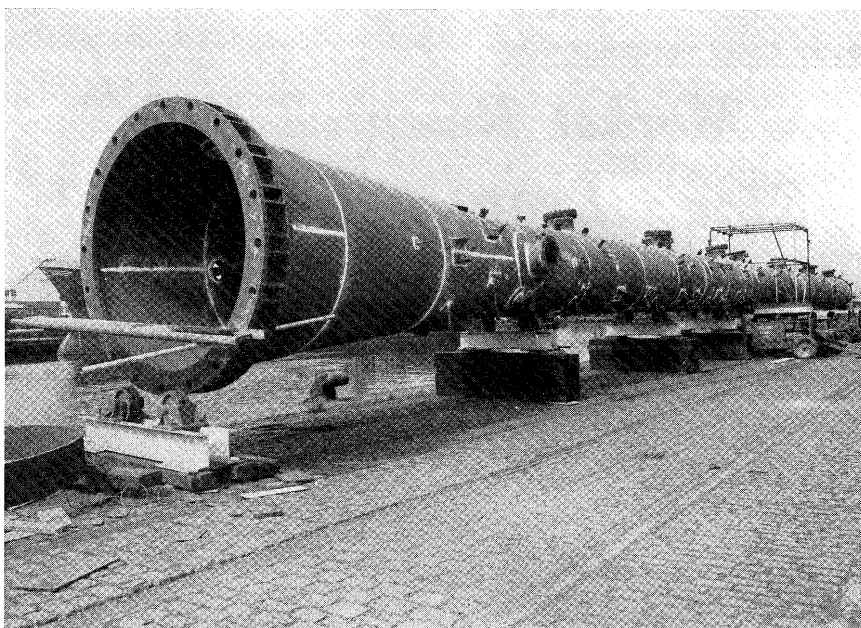
Lowestoft has a reputation for being just a fishing port which it is trying hard to alter, and in fact during 1970 only 11 per cent of the traffic passing through the port was fish. But the fishing industry does play a large part in the prosperity of the town and the growth of the frozen food industry in recent years has led to many developments including the establishment of a Ross factory on the fish market, and this industry is likely to expand sharply with the opening up of the European market.

Trade has been steadily increasing since the port was taken over by the British Transport Docks Board in 1963 and totalled 253,809 tons in 1970—the first time traffic through the port has passed the quarter of a million mark.

Timber and grain are the traditional traffics handled by the port, although last year coastwise petroleum imports was the largest single traffic passing through the port, with 75,630 tons being handled. Imports of timber from Scandinavia totalled nearly 34,000 tons in 1970 and were mainly for the firm of Boulton and Paul, who have a factory—reputed to be the largest of its kind in Europe—for prefabricated joinery on the dock estate. A modern 10,000-ton silo has been built on the North Quay and 10,061 tons of grain was imported and 6,991 tons of barley exported during last year.

A fairly new traffic is iron and steel, which in four years has risen by 37 per cent, from 12,568 tons in 1967 to 33,683 tons in 1970. This is mainly the export of steel pipes to Holland, Denmark and Belgium, and shortly, it is hoped, to Switzerland.

Two cargo liner services are established at the port—the East Anglian Shipping Company has



Manchester, August:—One of the largest pieces of cargo ever shipped from Manchester Docks, a 162 foot long tube weighing 60 tons, was loaded aboard the F.C. Strick vessel "BALUCHISTAN" on Tuesday 10th August. The tube, manufactured by Adamson and Hatchett of Dukinfield, Cheshire, was a carbon steel desulphurisation regenerator for use in a new fertiliser plant being built at Qatar in the Persian Gulf. It was brought to the docks in two pieces which were welded together on Salford Quay. Once tested the tube was picked up by the Port's 60 ton crane and loaded on to the vessel at 8 Pier. It was so long that it had to be laid at an angle, partly on the forecastle deck and partly on the weather deck. (The Manchester Ship Canal Company)

three sailings a week to Rotterdam, and the Crescent Line operates a weekly service to Esbjerg.

Dock facilities include a 30,000 sq. ft. transit shed built in 1968. The port is also one of the few that can handle pedigree livestock, and last year £250,000 worth of Charolais cattle were landed, whilst pedigree cattle and cattle, sheep and pigs were exported to the Continent. The Docks Board has also been acquiring land for further developments when the need arises.

A recent industrial development at the port is the establishment of a base by Shell U.K. Exploration and Production Limited for their North Sea oil and gas search; while Brooke Marine have had a ship-building yard in the port for a number of years.

Road access to the port area will be improved with the opening at the end of the year of a new bridge at the entrance to the Inner Harbour. During construction the harbour entrance is being widened.

Mr. R. A. Owen, Lowestoft

docks manager, believes that the future pattern of trade for the port if Britain enters the Community will take the form of transshipments from the larger European ports, and he is convinced that Lowestoft can be developed to cater for feeder services to and from the Continent.

Indeed, industrialists, frustrated by strikes and delays which now seem a weekly occurrence at some of Britain's larger ports, are turning to such small ports as King's Lynn and Lowestoft, where the reputation for personal service and speed of turn-round is a refreshing change. A reputation which the ports hope not to tarnish. Their relative smallness is perhaps a major advantage as labour and user relations benefit because communication between management and dockers and management and customer is easier and more personalized. Britain's small ports are vital to the nation, and in their way have as big a role to play as their larger counterparts in maintaining the economic lifelines of the country. (24 August, 1971)

Hull Container Terminal

London, 21 October:—The British Transport Docks Board's Queen Elizabeth Dock container terminal at Hull will become operational tomorrow, Friday, 22 October. The first vessel to use the new terminal will be the 'Nienhagen', operated by Deutsche Seereederei on their weekly service to the East German port of Rostock. This service, which commenced in February, has been temporarily accommodated at a berth in Albert Dock. The 'Nienhagen' and her sister ship 'Dierhagen' can carry up to 40 standard 20 ft. containers.

North Sea Ferries, the other customer to have announced its intention to operate a container service from the terminal, plans to run five sailings a week to Rotterdam commencing in mid-November with its first container ship 'Norbank'. The 'Norbank' will accommodate 91 standard 20 ft. containers.

During the past week, since the 40-ton container transporter crane was handed over to the British Transport Docks Board by Clyde Crane and Booth Ltd., crane drivers have been undergoing training. The terminal is also equipped with five van carriers.

Local agents for Deutsche Seereederei are Oughtred and Harrison. (British Transport Docks Board)

Hovercraft Booming

Two SRN 4 Hovercraft carried nearly 7,000 cars and more than 30,000 passengers on British Rail's cross-changed sea routes between England and France during the first three months of this year—an increase of more than 100 per cent on the same period of 1970.

Nearly 250,000 passengers have so far booked to travel with British Rail's Seaspeed service this year—an increase of some 80 per cent on advanced bookings at the same time last year. Car reservations show an increase of 75 per cent.

The SRN 4 which can carry some 250 passengers and 30 cars, is now achieving an average over-all reliability rate of more than 90 per cent and one of British Rail's craft re-

The Third International Exhibition for Integrated Transport, to be held in Hamburg 29th February to 4th March 1972, will present a picture of modern goods traffic systems with all transportation techniques. Intertraffic '72 will be broader in scope than the two International Container Exhibitions which took place in Hamburg in 1968 and 1969. The Organizers and a body of experts have come to the conclusion that the initial phase of the need for information on containerization is now over.

On a far greater scale than at any other transportation exhibition, Intertraffic '72 will include a display of computerized and punched card control, handling, warehousing and distribution systems for all sectors of the transport world. Once again, the container with all its accessories, loading and discharging gear, transfer systems and handling equipment will occupy a central place in this exhibition.

Yet, as distinct from fully integrated container transport systems, Intertraffic '72 will also present other transportation and handling methods and distribution and control systems in line with modern traffic developments. Much space will be devoted to the technical, organizational and economic aspects of unit load systems which have given con-

cently established a record time of 23 minutes for the 38.6 km. journey, traveling over two or three-foot high waves at 119 km./hour.

The British Hovercraft Corporation (BHC), builder of the SRN range, is now developing an even bigger SRN 4 which will incorporate the latest advances in air cushion technology. (Shipping Trade and News)

Hamburg Presents Intertraffic '72

February 29—March 4, 1972

From "Ship via Hamburg" July/August

vincing proof of their viability alongside container services. Besides pallet equipment and securing systems for palletised goods, exhibits in this sector will also include small containers in rigid and flexible construction as linings for collapsible or barred box pallets with appropriate filling and emptying fittings and flexible containers as standardized unit loads which can be handled by crane or carried by forklift trucks.

In comparison with earlier exhibitions, a new feature will be the display of barge carrier systems whose floating containers are used for every kind of general cargo and bulk goods consignments in intercontinental traffic. It is quite possible that by the time Intertraffic '72 opens, other barge carrier systems will have been developed alongside the present Lash and Seabee systems which have been conceived in the framework of this special-type transportation, and German yards are involved to no small extent in such developments.

In the field of terminals, new conceptions are similarly being evolved. In order to further rationalize and accelerate the handling and distribution of unit loads, new terminal systems are being developed. Besides showing the progress which has been made in this field, Intertraffic '72 will also include new handling gear and crane equipment of improved performance as well as gear for multiple stacking of all types of containers, pallets and unit loads. Pointing in this direction are developments in high-shelf stacking systems for containers with correspondingly heavy and efficient automatized stacking equipment, in conveyor belt systems for ground movement of containers and other large unit loads at major terminals, in transportable and collapsible silos for dry

and liquid bulk cargo and in continuous conveyors for handling unit loads in loading and discharging operations with sea-going vessels.

In the course of development are also new loading and handling systems for granulates which are based on large-capacity containers whose size is many times that of normal ISO containers. The heavy increase of traffic in certain cargo systems, particularly in the container and unit load sectors, calls for supervision and control of cargo traffic through computers in order that cargo build-up at pre-determined times and at certain integrated traffic confluences can be dealt with smoothly and punctually. In this sector too, systems are being developed which have never been shown before.

On the land transport side, Intertraffic '72 will show new and improved swop systems for rationalized transfer of goods from rail to road and between overland vehicles and aircraft or inland waterways vessels. These will include equipment for goods clearance and despatch for forwarding terminals or industrial firms. This sector will be augmented by information and exhibits in the field of packaging, especially seaworthy packing, which is constantly acquiring new stimulus and recommendations for improvement through the research work of institutes and specialized firms. This sector will be rounded off by a display of modern transport equipment for containers and unit loads in road, rail and air transportation.

In keeping with tradition, transport firms and organizations, i.e. forwarders, shipping companies, quay operators in seaports, stevedores, container leasing companies, services, insurance companies will again be strongly represented. For besides shipbuilders and firms manufacturing technical equipment, containers, transport vehicles and handling gear as well as equipment for care and maintenance, etc., it is the firms in the services sector to whom the shipping world owes the introduction of modern transport, handling and distribution systems. Intertraffic '72 will open up new avenues. It will focus attention on development trends which are at present

still in their infancy as, for instance, in rail and air traffic, in the transportation of solids through pipelines, etc. By means of exhibits ready for immediate operation and development models, Intertraffic '72 will offer real solutions for the problems which are going to confront the transport world in the seventies and eighties. Besides the impressive array in the exhibition halls, there will be adequate opportunity for outdoor demonstration of handling and transport equipment and loading and discharging operations. The Hamburg Fairs Company have already received a great number of applications from foreign firms to exhibit at Intertraffic '72.

The First Container Exhibition, which took place in Hamburg in 1968, was attended by 130 exhibitors from 8 countries and covered an area of 156,000 sq. ft. The Second Container and Combined Transport Exhibition, in which 190 exhibitors from 13 countries participated, covered an area of over 270,000 sq. ft. 15,000 visitors to the first exhibition and 17,000 to the second, representing in all 36 different countries.

Port Employers' Parley

Bremen, 9th October: — Better working conditions in the manufacturing industry, an increasing standards of living, and full employment also set up high standards for work in the ports. In view of the unchanged high labour-intensity in the ports, this question is indeed becoming more and more acute. The Chairman of the Board of Directors of the Bremer Lagerhaus-Gesellschaft, Herr Gerhard Beier, emphasized this acting as chairman at the conference of the Employers' Associations of the European Ports, which took place in Bremen/Bremerhaven on the 7th and 8th October, 1971, at the invitation of the Central Association of the German Seaport Firms.

At this conference, which was last held in Rotterdam in 1969, socio-political aspects of work in the ports are mainly discussed, and Herr Beier further emphasized that the necessity of such an exchange of views was clearly demonstrated by

the great interest taken in the conference. The greater degree of integration in Europe required an even greater exchange of information among the ports. In addition, labour structures in the ports had undergone profound changes over the last ten years, and it had not been easy at the beginning to estimate how fast the development would be.

Beier continued by saying that it was a very one-sided way of viewing the situation, if attention was concentrated only on the internal problems in the European ports. It was necessary, moreover, to fit events in the ports into socio-political developments. But these problems could not be isolated from the general political development in Europe and in the rest of the world. Thus the dock strike in the U.S.A. not only had a negative effect on enterprises in the European ports, but it would also cause people to look for solutions to the problem of avoiding such militant disputes in the long run.

Although the strike in the U.S.A. had only a slight effect on the American economy, the European economies were so dependent on imports and exports that the shutting down of the ports by long strikes had very bad effects on industry.

A total of 40 representatives from Belgium, Denmark, England, Finland, France, Norway, Sweden, the Netherlands, and the Federal Republic of Germany took part in this conference of Employers' Associations of the European ports, which lasts two days, there are, among other things, a reception to be given by the Senate of Bremen and a visit to the "Containerkreuz Bremerhaven". (Via Bremen Bremerhaven)

Sister Ports in Action

Amsterdam:—Last year Amsterdam's "sister port" relationship with Tandjung Priok was celebrated by officials of both ports and less than a year later positive results are being seen. A team of top Port of Amsterdam officials, Hans de Roo, Port Economist, D. R. A. Stapel, hydraulic engineer and Assistant Managing Director of the Dienst Havens en Handelsinrichtingen and J. Vonk,

Head of Operations of the Dienst, recently returned from a working session with their colleagues in Indonesia's top import port.

While there, the team discussed day to day problems with J. E. Habibie, Deputy Port Administrator, Dr. Soegijanto Wignjodihardjo, Head of the Service Division and Prasadjo Notosusanto, hydraulic engineer and Head of Tandjung Priok's Technical Division. The six form a working group known officially as PRIAMS (a neat marriage of the two port names) and in formal and informal sessions helped work out some of the problems of the fast developing port 10 kilometers from the heart of Djakarta.

Among items hashed out were: redevelopment of inter-insular traffic, civil engineering problems, a new port tariff scheme and how to increase the port's handling capacity with present facilities and infrastructure. The PRIAMS group also discussed the establishment of new deep water industrial sites which are needed by scores of international firms wanting to set up manufacturing facilities in Indonesia's fast-growing markets.

PRIAMS also explored the possibilities of establishing a second labour shift to handle the rapidly increasing traffic in the port. Last year some three million tons of general cargo was handled and this is expected to leap dramatically ahead in 1971. Maintenance was another point of the talks, and the Amsterdammers were able to help with their know-how here as well.

Tandjung Priok is a State-owned port, but the city of Djakarta has interests in its development. The Amsterdam team was received by the Governor of Djakarta and also met with many of the users of the port to hear views on the operation. The PRIAMS group is to meet regularly to discuss developments in Tandjung Priok.

The 15 young Indonesian now in Amsterdam are mostly from Tandjung Priok and they will take part in an ambitious programme sponsored by the Dutch government and the Port of Amsterdam to see how our port operates. The first five weeks of the programme will consist of general training at the Royal



Tropical Institute. There lectures will be given on specific port problems and there will be general information and English language courses as well.

Most of September will be spent with practical experience in all departments of the port management. From 27th September, the Scheepvaart Vereeniging Noord (Shipping Association North) made up of private enterprise in the port, will take over and the Indonesians will spend three days a week working in various firms in the port, learning about general cargo handling.

The second week in November will be spent in the management training centre "De Baak" in Noordwijk and the programme will wind up with a long week-end evaluation at the adult training school in Bergen. Both Indonesian and Dutch officials agree that this is the sort of technical assistance which cements the ties between the two countries and we in the Port of Amsterdam welcome our Indonesian colleagues during their long and we hope, happy, stay in Amsterdam. (Haven Amsterdam, August)

Chandris Cruises

Amsterdam, 5th October: — Chandris Cruises has marked Amsterdam's increasing importance as continental passenger terminal with the announcement that the company's "Regina" will make seven sailings from Amsterdam as part of its summer cruise programme next year.

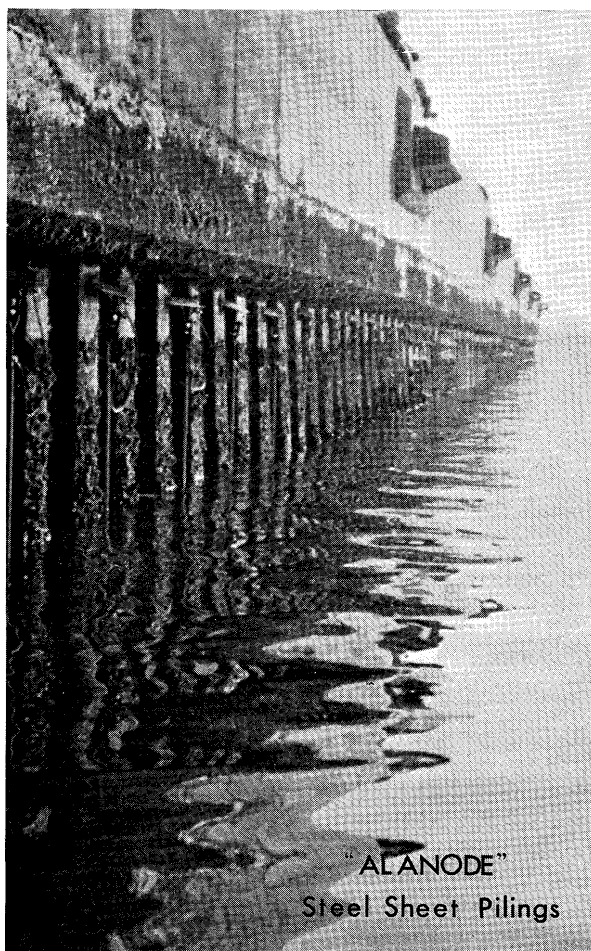
"Regina" is to make seven 14-day cruises, three to the North Cape

and four to Leningrad, starting in early June. The Port of Amsterdam will serve as continental terminal point for all of these, with Amsterdam as first port-of-call from the vessel's base in London.

Chandris Cruises is well known to Dutch cruise passengers, and it operates many fly/cruise programmes in the Mediterranean in the summer months, and in the Canary Islands and the Caribbean in the winter. The "Regina" as with other Chandris Cruises ships is a one-class "run-of-the-ship" vessel. Prices for the 14-day cruises from Amsterdam range from Dfl. 1,186 to 2,646.

The Leningrad cruise includes calls at Oslo, Gdansk, Leningrad, Helsinki, Stockholm, Visby, Copenhagen and London. The North Cape cruise calls at Molde, Torgatten, Hestmannen, Bodo, Narvik, Tjelsundet, Hammerfest, Trondheim, Bergen, London and other ports before returning to Amsterdam. Ruys & Co. are Amsterdam agents for Chandris Cruises.

The "Regina" will call at Passenger Terminal Amsterdam (PTA), in the heart of the port, five minutes from the Central Railway Station and the shopping, entertainment and transportation centre of the capital city. PTA was developed two years ago by the Amsterdam Port Management and has proved to be very popular with cruise vessels. P & O Lines, which was the first to make Amsterdam their continental passenger terminal, recently announced that two of the line's five sailings next year will be sold to continental passengers only, due to the popularity of the programme.



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Sea-going passenger traffic in Amsterdam:

	1965	1966	1967	1968	1969	1970
arrived	7,921	19,585	51,375	62,964	66,877	77,148
departed	7,963	21,660	51,858	62,686	66,479	76,281
TOTALS	15,884	41,245	103,233	125,650	133,356	153,429

(Vereniging "de Amsterdamsche Haven")

PTA's connections with the city will be improved on November 11 when the new bridge to the Central Station is opened. Part of the ring-road around Amsterdam, the bridge will improve communications with the terminal. A new closed parking lot for people wishing to leave cars while cruising, plus parking facilities for coaches and visitors will be readied by next April.

Passenger traffic via the Port of Amsterdam is rising dramatically. This year, an increase of about 15 per cent is expected over the 1970 figures when a record 153,429 passengers were handled in the port. Five years earlier, see table below, total sea going passenger traffic was only 10 per cent of this figure.

Aside from PTA, passenger traffic is handled at the VCK (Vereenigd

Cargadoorskantoor) Ferry Terminal in the Coenhaven. There, regular roll-on/roll-off passenger services are operated by the TOR Line to Immingham, England and Gothenburg, Sweden. In the summer months, two services are operated to Norway: by Fred. Olsen Line to Kristiansand and by Bergen Line to Bergen.

All these lines are pleased with the steady increase in the number of passengers to and from Amsterdam.

Wood from the Straits

Amsterdam, 13th October: — Odessa Ocean Lines, part of the Russian state-owned Black Sea Steamship Co., is to call at Amsterdam on voyages home from the

Straits.

Splithoff's Bevrachtungskantoor in Amsterdam has been named Netherlands agency for this line, according to an agreement signed recently in Moscow. The decision to call at Amsterdam was taken in view of wood importers of Meranti timber, which arrives sawn and packaged.

Amsterdam has long been an important centre for handling tropical woods. The trade in tropical woods from the Straits area has long been important in the Dutch capital.

Fortnightly sailings are offered from Singapore, Port Swettenham and Penang to Antwerp, Amsterdam and Hamburg before sailing on to Leningrad. The service will be made with vessels of the Bezhitsa and Murom type, 48 of which are operated by the Black Sea Steamship Co.

The m.v. "Slavsk" is expected in Amsterdam this week and will be berthed in the Coenhaven with Wm H. Müller & Co., which acts as stevedore for the vessels. (Vereniging "de Amsterdamsche Haven")

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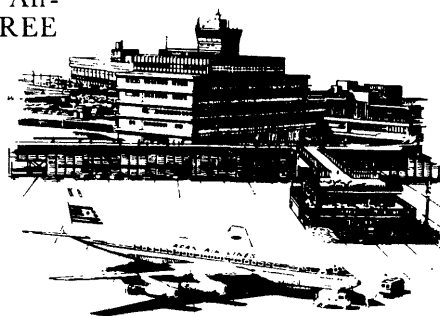
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HOTEL

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- ☆ Completely sound-proofed and air-conditioned rooms.
- ☆ TV and information radio sets in each room.

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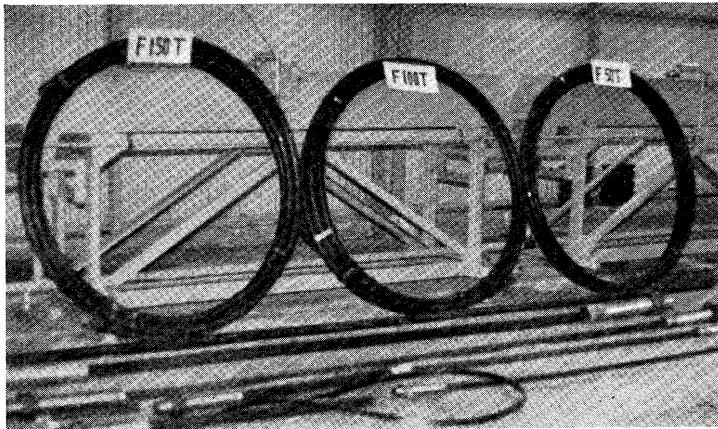
TOKYO AIR-TERMINAL HOTEL

3rd floor, Tokyo International Airport Terminal Bldg. For reservations Tel: 747-0111 Cable : AIRPORTEL

Epoch-Making New Type Tie-Rod

Zible

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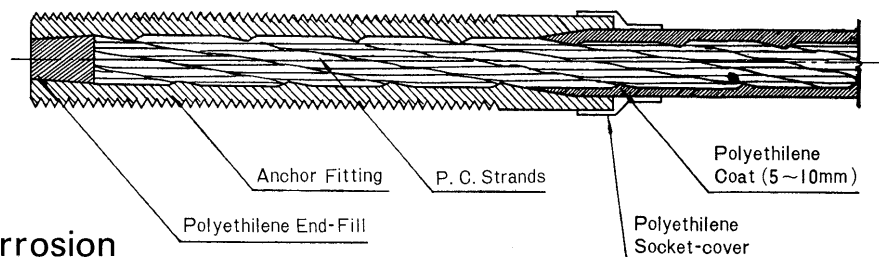


Applications:

- Tendons of Marine Structure
- Cables of Suspension Bridge
- Anchors of Steel Sheet Pile

Advantages:

1. Perfect Anti-Corrosion
2. No Need of Ring-Joints
3. High-Tensile Strength
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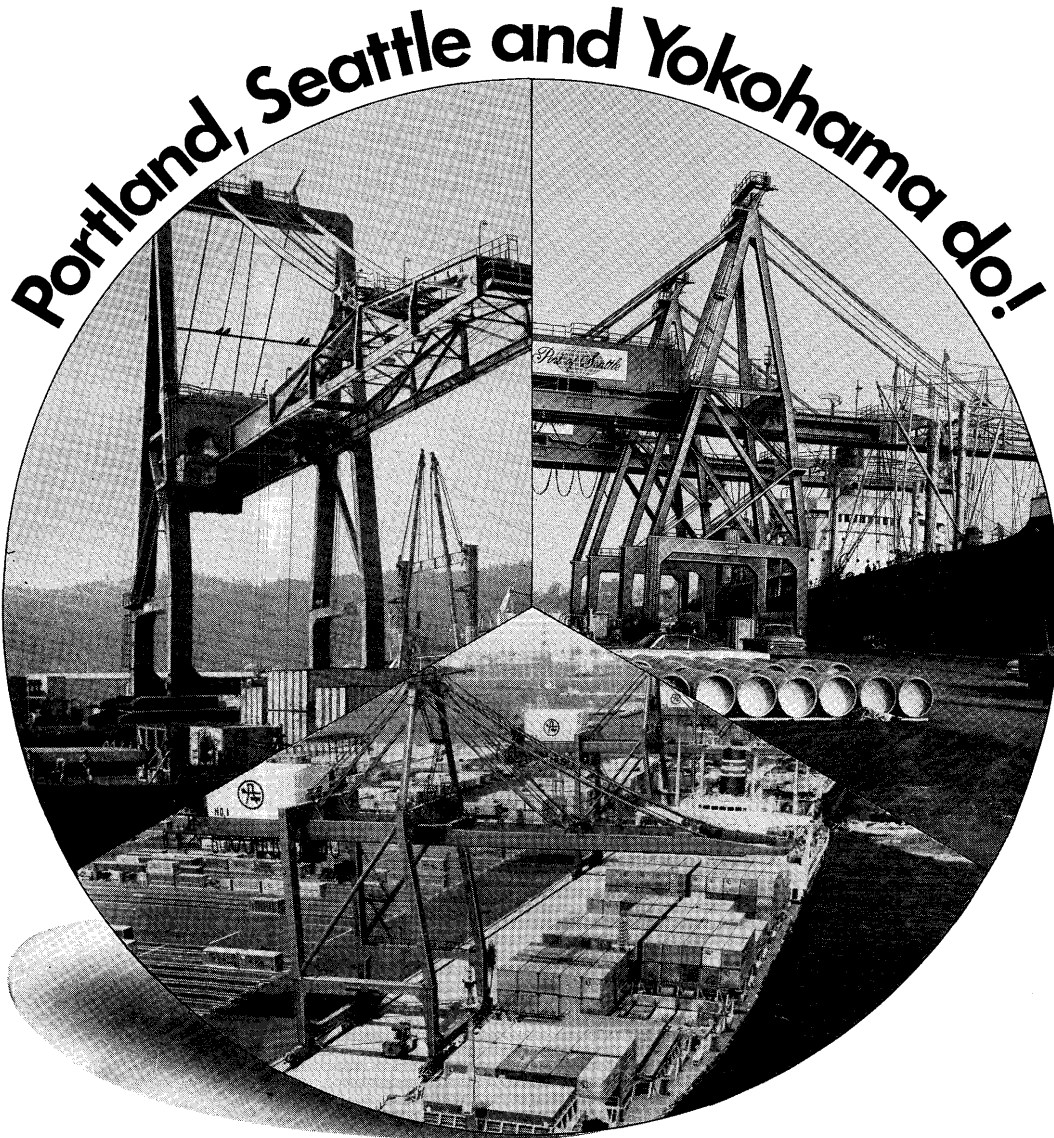
新構造技術株式会社

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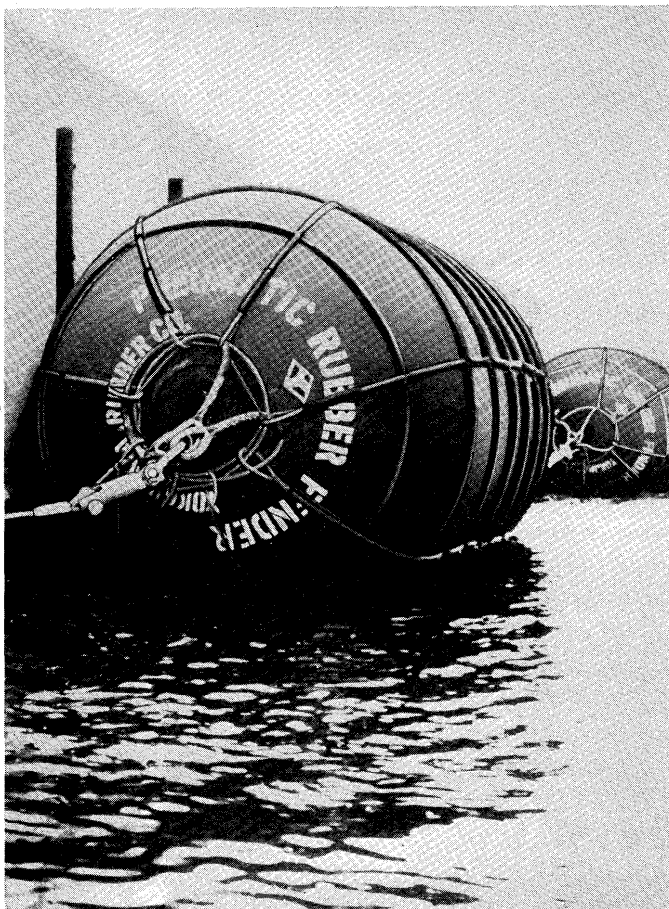


HITACHI

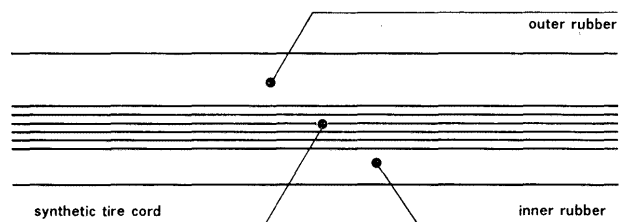
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WHY SHELL CHOSE YOKOHAMA PNEUMATIC RUBBER FENDERS

for lightening operations-for oil jetty service



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It consists of an outer rubber layer, a reinforcement synthetic cord layer, and an interior rubber layer, and has a rational construction wherein characteristics of respective layers are utilized to the fullest.

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