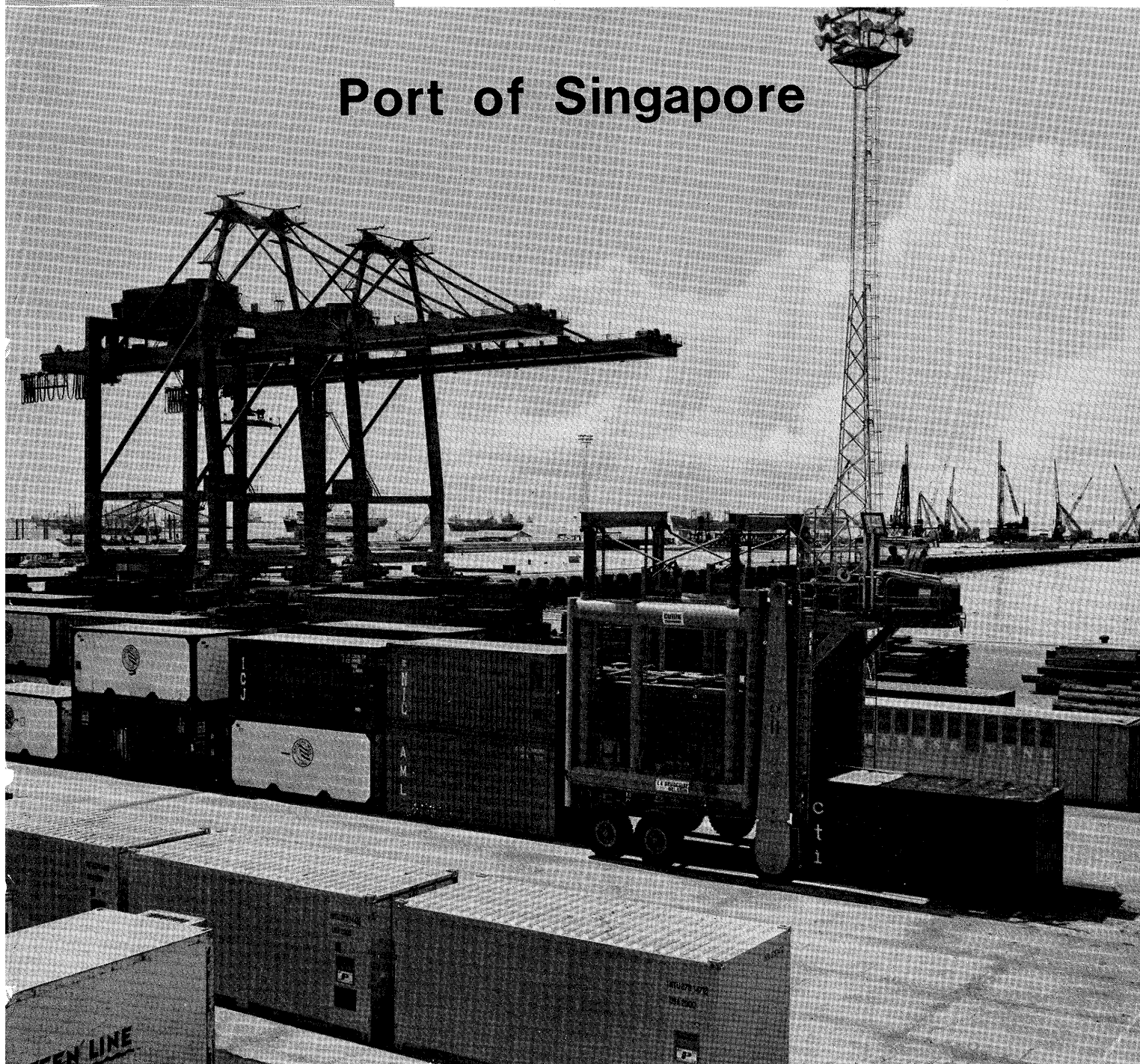


# PORTS *and* HARBORS

August, 1972 Vol. 17, No. 8

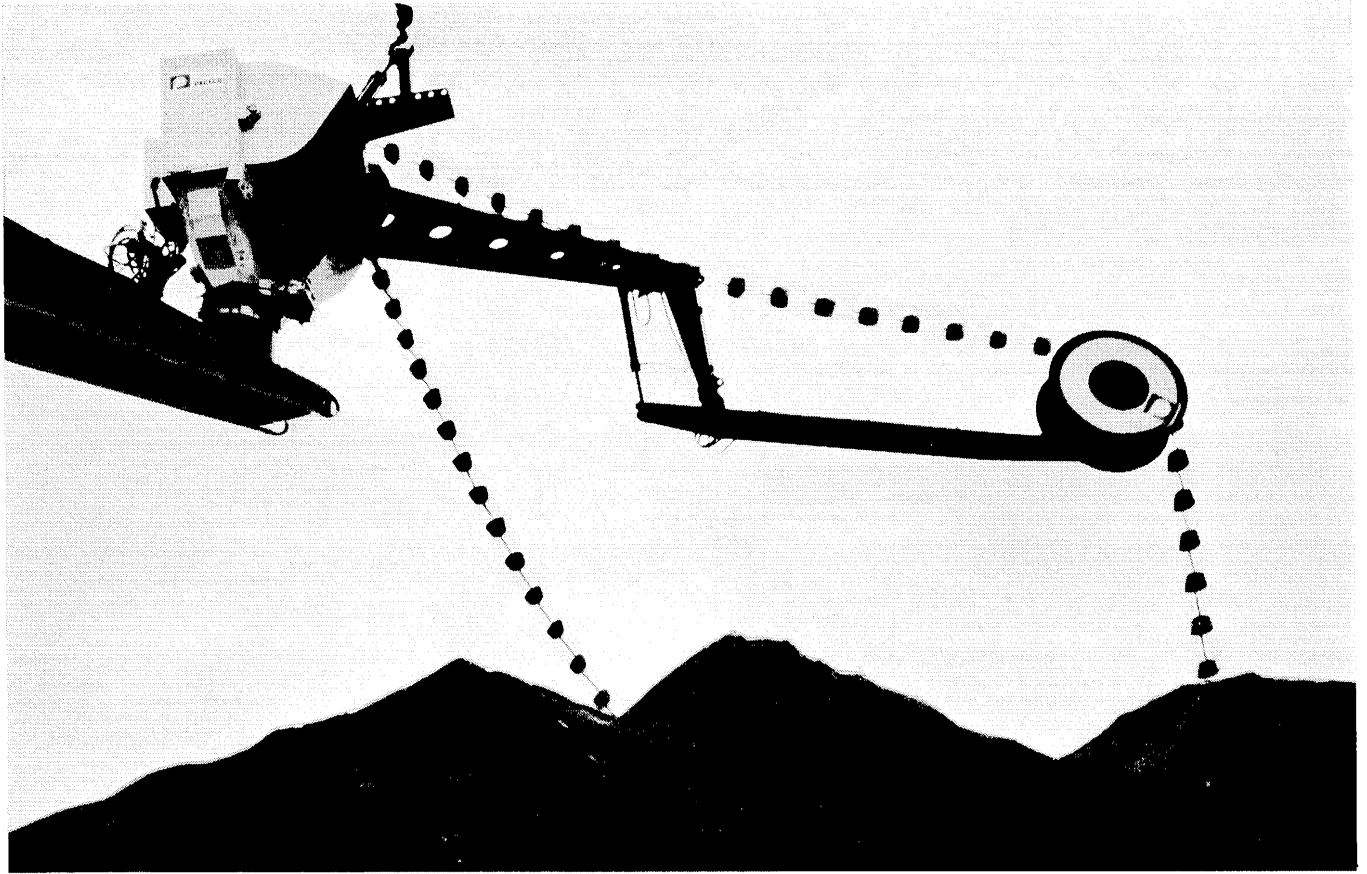
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**Amsterdam-Rotterdam Conference IAPH May 1973**

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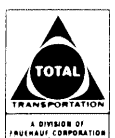
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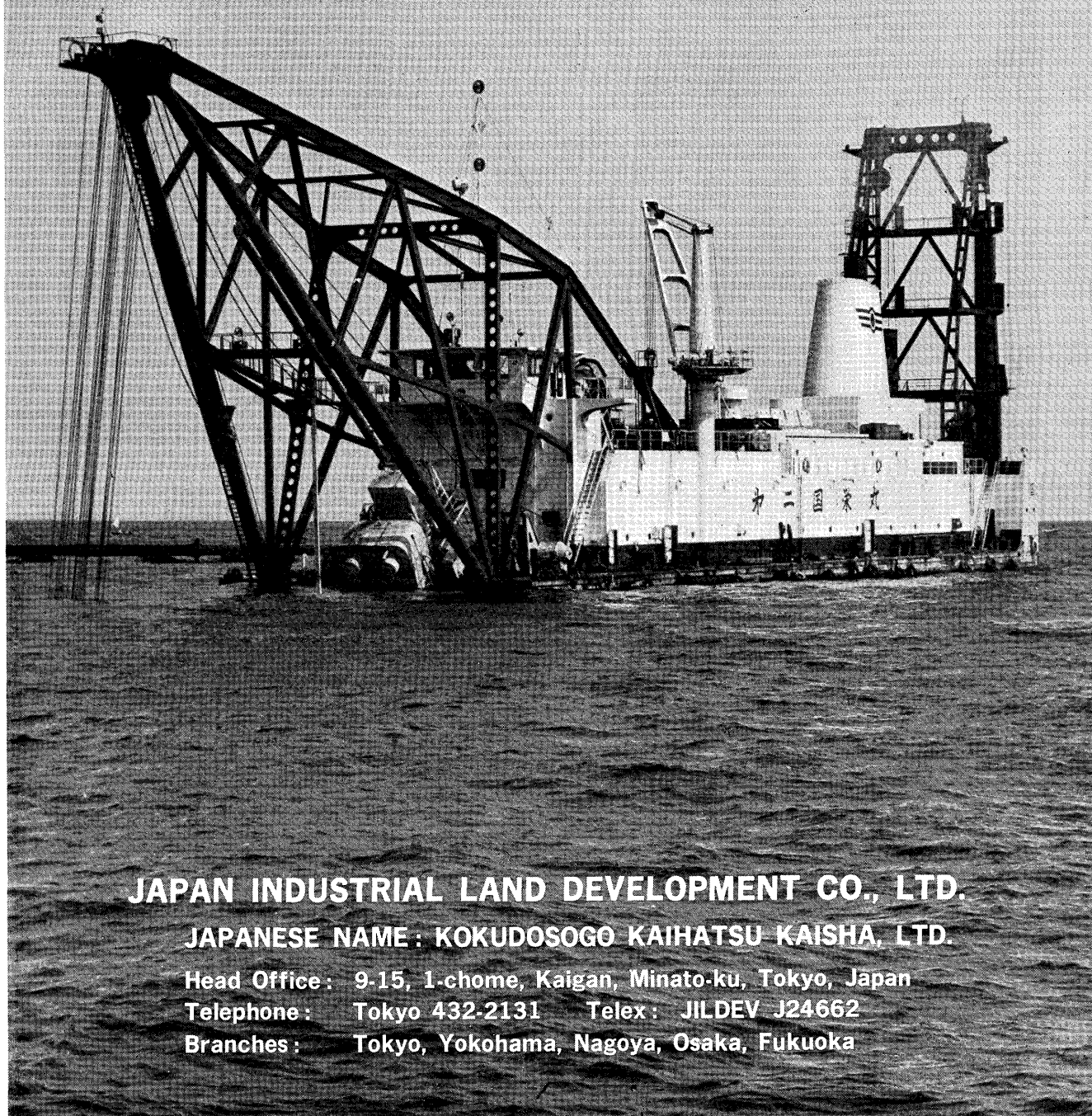




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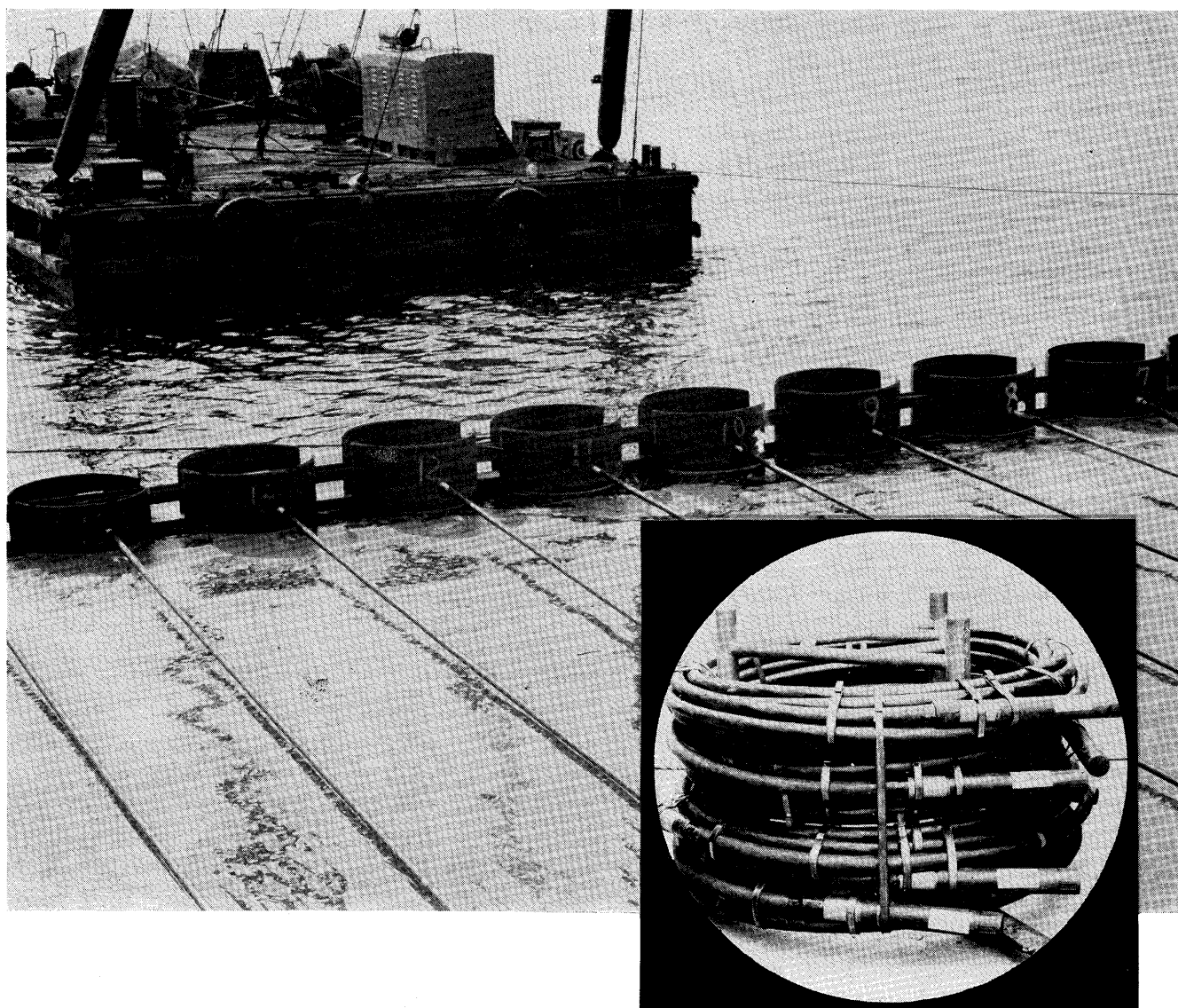
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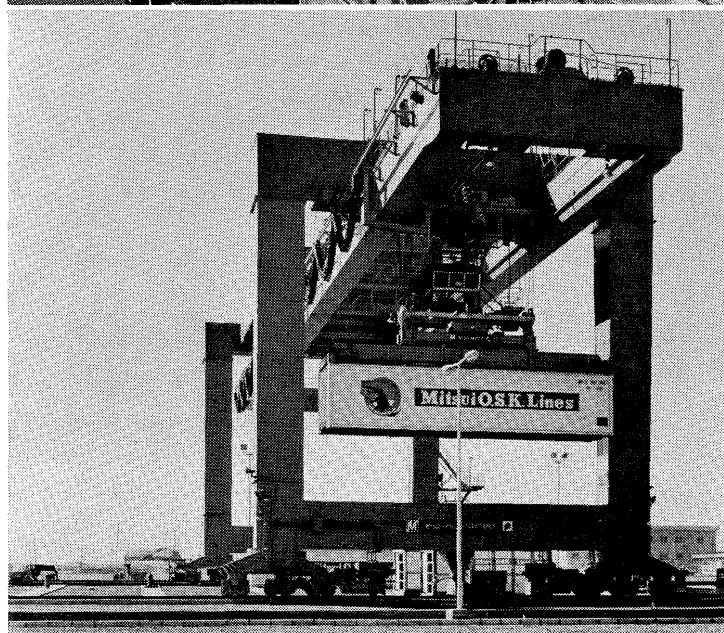
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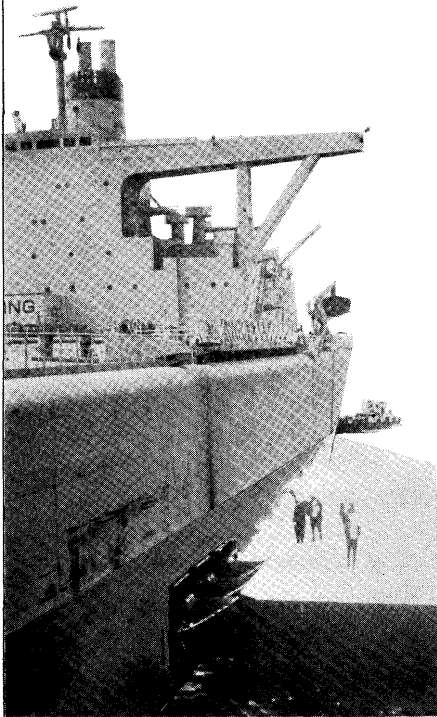
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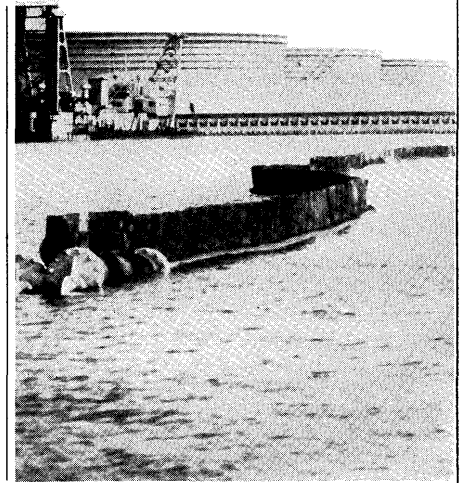
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## Final Instalment

(20)

# A MAJOR OIL SPILL IN TAMPA BAY AND THE RESULTING LEGISLATION

BY

**GUY N. VERGER**

PORT DIRECTOR

TAMPA PORT AUTHORITY

### 1

February 13, 1970 was a catastrophic day in the history of the Port of Tampa and the State of Florida. At 7:30 A.M. the Delian Apollon, a Greek-owned tanker of Liberian registry, 619 feet long with a gross registered tonnage of 25,000 tons, went aground in a narrow channel while carrying a nearly full load of bunker C oil to the electric generating plant of the Florida Power Corporation located on the west shore of Tampa Bay. The Tanker draws 34 feet of water fully-loaded, but was drawing 28 feet on the day of the incident.

The grounding resulted in tearing a huge gash in the bottom of the ship and before the day was over an estimated 20,000 gallons of oil had darkened the normally blue tropical waters of the bay in an oil slick that stretched for ten miles along the beaches and four miles wide. And before the week was out Tampa Bay had become a symbol of destruction of the environment throughout the North American continent.

Newspapers front-paged the horror and Life Magazine displayed a fullcolor layout with its central theme a dead, muck-covered duck, a victim of what was seen as the dreadful state of man's attitude toward the natural world around him.

The spill was a jolt to the people of Florida. They demanded that something be done and laid the blame on the handiest targets around. These included the Tampa Port Authority, the State of Florida, the U.S. Coast Guard, the Tampa Bay Pilots and any other agency or person available. The uproar bore results. Four and a half months later a new state law, "The Oil Spill Prevention and Pollution Control Act of 1970", went into effect.

The hastily-drawn law is not without its flaws, and already powerful forces are moving to amend it in various ways, but considering the limited amount of time available to the state legislature the law may be regarded as a model of its type. It is not the first in the United States, but it contains some unique features, many of them the result of the experience of the Tampa Port Authority in dealing with oil spill matters over a long period of time. Experience was a factor sorely needed by the Legislature of the State of Florida, the vast majority of whose members were completely ignorant of maritime affairs, having for years left these matters up to the Federal Government. Dozens of bills were proposed and introduced which, while displaying good intentions, were not adequate to cope with the problem or were pre-empting the

constitutional powers of the federal government. Perhaps more significantly, if some of these bills had become law, Florida would have been completely destroyed or crippled as a maritime state.

Fortunately, the committee chairmen of both the Senate and the House of Representatives which dealt with the matter represented Hillsborough County in the legislature. Hillsborough County is the location of the Port of Tampa, the leading tonnage port in the State of Florida and ninth in rank in the United States in tonnage. And to the credit of these men, Senator Ray Knopke and Representative Ed Blackburn, they sought the experience of port men, eventually led their committees to discarding the more hysterical suggestions and incorporated the major recommendations of the port people in the final bill.

Hastily-called meetings of legislative committees to study the matter of legislation produced painful evidence that in many areas of the state no particular local plan was in force to deal with the problems of oil spills. There were, of course, local ordinances in effect which forbade the pollution of waters, but in all too few cases was there a plan of operation to contain or clean up this pollution, despite the fact that the governor of the state had two years earlier called upon the various ports to submit such plans.

The Port of Tampa, however, had such a plan of operation, a plan which had been in operation several years. The Tampa Port Authority had established an operations department headed by an experienced harbor master, Captain R. A. McClean, a former naval officer, Merchant Marine officer and Panama Canal pilot. McClean had taken charge and perfected a function which had already been in effect.

This operation included a harbor patrol of five harbor control officers, a boat and a land security force which patrolled the port and reported on oil and air pollution in the port area.

This plan had its beginnings in 1966 when the Port Authority called the petroleum terminal operators, the Coast Guard and other interested parties to a series of meetings. The terminal operators, which represented every major and many minor oil companies handling 8 million tons of product annually, agreed to contribute funds for the purchase of slick bars and dispersant chemicals. The Port Authority agreed to place the slick bars in strategic areas about the port and operate them in the event of petroleum spills. This had long been accomplished when the Delian Apollon went aground.

The Port of Tampa is located generally on narrow channels 400 to 800 feet wide and oil spills in the port proper can easily be contained and dealt with. However, the Delian Apollon grounded in the open bay miles from the port proper. Besides that, she was in another county, Pinellas, where the Tampa Port Authority has no jurisdiction. Despite this the Port Authority was ready and willing to help in whatever way it could. Slick bar was dispatched, but was not used in an effective way. Many mistakes were made and in retrospect the colossal spill could have been minimized.

It is not the purpose of this paper to criticize or to practise hindsight, but a brief review of the mistakes made is of importance. Several lessons were learned from the tragedy by all concerned and present operational plans reflect the lessons.

The major mistake was made when the ship was refloated soon after going aground on a rocky bottom. She was then sailed to her destination at the dock of the electric power generating plant. This, in the view of those who later studied the incident, was a serious error.

Moving the ship off the rocks contributed to enlarging the hole in the bottom and more oil poured out. It was felt that leaving the ship where she was, securely on the ground would have minimized the spill. Containment gear could then have been deployed around the ship, and the oil could have been pumped out of the ruptured tank into a barge.

The lesson learned was that it is inadvisable to move a grounded tanker without first investigating and assessing the damage and alternatives studied.

Deployment of containment gear would, of course, depend upon weather conditions.

Another mistake was the failure to promptly report the fact that the ship was leaking oil into the water. It was not for several hours after the grounding that the spill was listed as "serious."

The lesson learned here is not to take anything for granted when an oil tanker goes aground. It should be assumed that such a grounding will result in pollution of large proportions and no chances should be taken.

Another mistake was the failure to make a determination on whether or not chemicals should have been used at the site to help minimize the spill. Such determination should, again, be made after a careful study of weather conditions.

Both Senator Knopke, chairman of the Senate's Natural Resources Committee and Representative Blackburn, chairman of a special subcommittee of the House committee on Public Lands and Parks appointed to deal with the matter, called special committee meetings. The author of this paper attended these meetings or sent representatives with various recommendations based on his experience as a port director, deputy port director and as an officer in the United States Air Force for 25 years. The governor of the state, The Honorable Claude Kirk, also called a special meeting and invited the author to make

recommendations, which was done.

Letters encompassing the recommendations of the Tampa Port Authority were sent to various influential persons throughout the State and to the representatives of the state in the Congress of the United States.

These recommendations were gratefully received by the members of the Florida Legislature many of whom, as has been previously stated, had no experience in a matter they were being called upon by the people and press of Florida to take action on.

Many of the recommendations, admittedly, were narrow in scope and at first were limited to a plan which would have delegated the Port authority for cleaning up spills to local authorities. The Tampa Port Authority was perfectly willing to accept this responsibility, but the Tampa Port Authority was in the unique position of already having a plan of operations in existence. Testimony presented at the various hearings disclosed that in many cases individual port authorities were unwilling to accept either general or specific responsibility for cleanups and prevention. They took the view that such responsibility was not within their scope and local fire departments, Civil Defense, Coast Guard, Corps of Engineers, local terminals and other agencies were the proper ones to deal with these matters, that their responsibility was to run a port. The Tampa Port Authority rejected this view, taking the position that petroleum spillage, its control and cleanup were indeed proper functions of a port authority, which, as a tax-supported agency of government should have in mind all aspects of the port as it pertains to the public welfare.

The final bill which was passed and became law did not include the recommendations that local authority have full responsibility. As a compromise, forced by the varied opinions, local authority's role is diminished in favor of increased control by the State.

## II

The recommendations made by the Tampa Port Authority and their effect on the final legislation is as follows:

1. Recommendation: The State Department of Natural Resources be the agency for providing the leadership to coordinate and direct cooperative efforts for disasters occurring within the territorial waters of the state.

Section V, paragraph (1) of the Oil Spill Prevention and Pollution Control Act of 1970, provides that "The powers and duties conferred by this Act shall be exercised by the Department of Natural Resources."

2. Recommendation: That individual port authorities assume the responsibility for being the agency within each port to acquire equipment and the necessary personnel to immediately react to any incident within the port.

This particular recommendation was not wholly adopted by the lawmakers. However, the law gives wide latitude to Department of Natural Resources in application of the law. It provides that terminal operators may band together in a "discharge cleanup organization" for the purposes of providing containment and removal equipment. The terms of the agreement among the operators and the operation plan must be filed with the department. In subsequent application of the Act, the Tampa Port Authority, acting through its Port Director and Harbor Master, organized such a group as a logical extension of the organization which had been previously in existence.

3. Recommendation: That the state, along with the federal government, assume the responsibility for incidents that may occur offshore or in broad open waters of the various ports which may be beyond the capabilities of the individual port.

The Act provides that the powers and duties of the Department of Natural Resources extend to the boundaries of the state — three miles off-shore.

4. Recommendation: That an inventory of equipment available for containment and cleanup throughout the state be made and the information be transmitted to all parties involved in cleanup and containment operation.

The Act provides that a contingency plan be drawn up which shall include all necessary information for the total containment and cleanup of pollution, including, but not limited to, an inventory of equipment and its location, a table of organization with the names, addresses and telephone numbers of all persons responsible for implementing each phase of the plan, a list of available sources of supplies necessary for cleanup and a designation of priority zones within each region to determine the sequence and methods of cleanup.

5. Recommendation: That there be a full understanding of the delineation of authorities within

each port to make decisions and to take action when required.

The Act provides that the state shall act independently of agencies of the federal government, but further directs cooperation with any federal cleanup operation.

6. Recommendation: That reimbursement be made to any public agency which used equipment or material in a containment or cleanup operation.

The Act does not specifically provide for reimbursement to "any" public agency. It does, however, provide that: Whenever it becomes necessary for the state to protect the public interest under this act, it shall be the duty of the Department of Natural Resources to keep an accurate record of costs and expenses incurred and thereafter diligently to pursue the recovery of any sums so incurred from the government.

7. Recommendation: Local authorities should have the power to establish procedures for reporting each incident which involves the masters of ships, pilots and the U.S. Coast Guard. These procedures should be established so as to provide for evaluating and making a decision on each incident so as to determine what action should be taken.

The Act provides that masters and pilots shall be required to immediately report a spillage to the port manager and the nearest Coast Guard Station. The port manager, in turn, is required to notify the Department of Natural Resources. The port manager has the authority to board any vessel prior to its entry into port to ascertain the seaworthiness of the vessel and the presence of required containment gear. Upon being notified of a spill, the port manager shall have the authority to immediately anchor or move to a specific dock and deploy containment gear or to move to the open seas or to take such other measures as he deems necessary.

In addition the port manager shall have the additional duty to inspect any terminal facility in this port to determine that adequate containment gear is on hand at the terminal facility.

8. Recommendation: That failure to report an oil spill be made a felony.

The Act provides that failure to give immediate notification of a discharge to the port manager and the nearest Coast Guard Station is a felony, and upon conviction, the master, pilot or other person in charge of a vessel or terminal can be punished by imprisonment of up to two years or a fine of not more than \$10,000. Civil penalties of up to \$50,000 may also be assessed for each day a violation of the Act may occur.

9. Recommendation: Caution was urged in the placement of a tax on petroleum or the bonding of vessels which may have the result of adversely affecting the economy of the ports and the state of Florida.

The legislature provided that evidence of financial responsibility based on the capacity of a terminal facility, tonnage of a ship, cargo carried, must be established. Financial responsibility may be established by (a) evidence of insurance, (b) surety bonds payable to the governor of the state conditioned to pay all costs and expenses of the cleanup of any discharge as well as damages caused to the state or any other person; (c) qualifications as a self-insuror, or (d) other evidence of financial responsibility satisfactory to the Department of Natural Resources.

Subsequent to passage of the law the Department set the following schedule of minimum financial responsibility for terminals and vessels:

<u>Liquid storage capacity in barrels of 42 gallons each</u>	<u>Minimum Financial Responsibility</u>
(1) Less than 100 barrels	\$ 2,500.00
(2) 101 to 500 barrels	4,000.00
(3) 501 to 1,000 barrels	7,500.00
(4) 1,001 to 50,000 barrels	50,000.00
(5) 50,001 to 100,000 barrels	175,000.00
(6) 100,001 to 200,000 barrels	400,000.00
(7) over 200,000 barrels	750,000.00

(The caution suggested in placing a tax on petroleum was followed by the legislature. The financial responsibility section is now under close scrutiny by the petroleum companies with a view toward



amending the law. By the time this paper is published the amendments may have been accomplished.)

10. Recommendation: To hold harmless from damages individual port agencies who go outside their jurisdictional limits to assist in cleanups at the request of the Department of Natural Resources.

The Act provides that "No person who voluntarily, or at the request of the director (of the Department of Natural Resources) or his designee renders assistance in containing or removing oil or other pollutants shall be liable for any civil damages to third parties resulting solely from acts or omissions of such person in rendering such assistance, except for acts or omissions amounting to gross negligence or wilful misconduct."

11. Recommendation: The Tampa Port Authority pointed out to the legislators that it was giving careful study to a plan whereby petroleum terminal operators would be licensed by the port, (a power given by the law creating the Port Authority) the proceeds to go toward replacing worn out equipment and financing the authority's operations department.

This plan was adopted by the legislature and the Act provides for the licensing of terminal operators and ships which use the ports of Florida, the proceeds going to the "Florida Coastal Protection Fund," which is created by the Act. The purpose of the fund is for the administration of the Department of Natural Resources' responsibilities under the Act, and for the costs of the removal of pollution.

### III

The public image of the Tampa Port Authority suffered from the effects of the Delian Apollon tragedy. Hasty remarks by persons in high places did not help matters. Moreover the public was seeking a scapegoat. Ignored was the fact that the incident took place outside the jurisdiction of the Authority. In actuality the Tampa Port Authority was in no way responsible, either for the incident or the cleanup.

However the Authority lent whatever assistance it could. The equipment of the Authority was used in the final cleanup in another county.

Gradually the public and state officials became aware that the Tampa Port Authority had made vast strides in the prevention, minimization and cleanup of oil spills. This realization lent credence to the idea that the Port Authority actually did know what it was talking about when it made recommendations.

With the realization that steps had been taken and that the recommendations of the Authority were the only ones the legislators could rely upon, the public image of the Authority was restored to good standing. Along with this, confidence in the Authority was restored. It cannot be denied that this was an important by-product of the intense campaign to incorporate the Authority's recommendations in the state law.

### IV

Perhaps the most important lesson learned from the tragedy of the Delian Apollon was that an oil spill must be reported immediately if effective measures are to be employed for containment and cleanup. The first thirty minutes are vital regardless of whether the spill takes place at a berth in a narrow channel or in open water.

Any accident involving petroleum carriers must be reported because no one can really predict what might happen. This was the sad lesson of the Delian Apollon. The fact the ship was moved without proper consultation result in a catastrophe.

At present the Tampa Port Authority is in the position of being responsible for the cleanup of spills under the State Department of Natural Resources. There have been numerous small spills since this operation went into effect. In all cases representatives of the Department of Natural Resources and the United States Coast Guard have been present to lend their assistance. They are ready to move if the spill turns out to be of the magnitude where additional men and equipment are needed. Of special interest is the fact that the representative of the Department of Natural Resources can immediately make an arrest if the spill is not promptly reported or is the result of carelessness. This is specially helpful in that representatives of the Federal Government have been reluctant to make prompt arrests under federal laws because of the ponderous problems of prosecution. The Coast Guard is quite willing to step aside and allow the state or local authorities to take over.

A new Tampa Port Committee for Petroleum Spillage Control has been established and chartered by the State Government. There are twenty corporation members in the group at present writing and indications are there will be more. Each of these members has contributed \$3,500 for the purchase of containment and cleanup equipment which is operated by the Tampa Port Authority.

Experience in the cleanup of oil spills has shown that no really useful piece of equipment for the recovery of oil is as yet on the market. Those now in use are slow and are not practical in open choppy water. For the most part weather conditions must be virtually ideal if they are to be effective. Much research is needed into this problem.

Much research is also necessary on the use of chemical dispersants of petroleum products. Federal and state regulations forbid their use without specific permission from proper authorities. It appears that little is known of what effect the chemicals available commercially have on fish and wildlife. There are many conflicting claims and it probably will take years of investigation before the truth about these dispersant chemicals is known.

Finally, Florida, and all maritime states, must make a careful study of federal legislation regarding pure air and water which was passed last year. State and federal laws must complement one another and not be confusing or at odds. For this reason the Florida Oil Spill Prevention and Pollution Control Act of 1970 will require much study and amendment in the years ahead.

(21)

# **PROBLEMS FACED BY PORTS IN CONNECTION WITH MARITIME WRECKS, WITH PARTICULAR REFERENCE TO THE LIMITED LIABILITY OF SHIPOWNERS**

BY

**A. PAGÈS**

DIRECTOR, PORT AUTONOME DE BORDEAUX

1 —

No one dreams of relieving the owner of a vehicle from his obligation to remove it from a public thoroughfare, should it interfere with traffic. Roads are made to be used by all. Whosoever impedes their normal function shall remove the obstacle. Generally speaking, it costs him little enough. Such coercive measures as have been envisaged to encourage him to do so cause no argument: they are viewed as an accepted process of law.

Seaways are also public thoroughfares. However, the high seas, which belong to nobody, have for many years been regarded as being so vast that the problem of congestion should never arise (any more than that of its pollution). To the point where the sea was looked on as a public dump, and the natural graveyard of ships. Once upon a time, even if a wreck located in a port or in its access channels did constitute a danger or a nuisance, the small size of ships made its removal relatively easy. With the increased tonnage, the situation has changed. Thus, owner's liability had to be revised, to relieve ports of unpredictable costs.

However, at that point, various legal questions arose.

2 —

Back in the days when ocean navigation was, by its very nature, hazardous, it was accepted that no one would run the risks if these might ultimately consume the owner's entire fortune. Thus was born the idea of limited liability of "sea-risks", so that ocean adventuring could make money for those who were daring enough to commit some part of their heritage to the mercy of the waves. But it could never impoverish them beyond the loss of that heritage which had been committed.

Air-space rights, from their inception, were naturally enough inspired by the same ideas; hence the limited liability of carriers, except in the event of unpardonable error.

3 —

The option to relinquish ship and cargo was for many years, in many countries, a tool for the protection of the ship-owner. In France, this option was written into Article 216 of the 1807 Commercial Code. A more scholarly method has been developed in modern times. The most recent French version is to be found in Statute No. 67-5, dated 3rd January, 1967, which refers to the terms of the Brussels' Agreements of 25th August, 1924, and 10th October, 1957. Once Article 216 of the Commercial Code had been repealed, the owner's liability was henceforth limited in accordance with a formula containing many variables, the most important of which is a ship's tonnage.

4 —

As regards ships sunk in ports, the French Commercial Code of 1807 allowed no opposition to the option to relinquish to the state, which implied the owner's obligation to effect removal or cover the cost.

Due to pressure by the ship-owners, however, a law was later passed, in 1885, which made the option to relinquish opposable to the state. However, the National Council engaged in a rear-guard action which was victorious for a great many years. The law of 1885 provided that, in the case of shipwreck of a "ship" the "ship"-owner could evade — even as regards the state — all removal costs or reparations, together with all damages or interests, by relinquishing both "ship and cargo", and it was felt that, by phrasing it this way, it was applicable only in the case of a "ship", not in the event of a "wreck".

The distinction between a "ship" and a "wreck" is a classic one. We find it in connection with salvage. Of course, it gives rise to controversy: one of the charms of maritime law, to the true expert is that every regulation is open to dispute.

However this may be, identifying a "wreck" by its being abandoned and unseaworthy, the French National Council largely refused ship-owners the right to evade liability for removal or costs of same by legal relinquishment, where a "wreck" was obstructing a port or access to a port. This was the situation right up till 1967 (i.e. 82 years after passage of the 1885 statute).

5 —

The French law of 3rd January, 1967, removed this jurisprudence. It expressly states that the limited liability as set out in the Brussels' Agreements is opposable to the state for the costs of removal or destruction of a ship or a wreck.

Thus it is that in France, certain ancient statutes regarding public order permit the authorities to pursue suppression of their contravention in so far as a wreck obstructs a port or its access.

But it seems that, even when this procedure is put into effect, the owner can evade his obligation to remove or pay for the removal of a wreck by invoking the limited liability under the 1967 law.

It should, however, be noted that Article 58 of the above law states that the owner cannot invoke this limitation if a proven error is attributable to him personally. In this respect, the new law (with certain tendencies to favour the owner) brings back a restriction which once upon a time applied to the option to relinquish, under the terms of the old Article 216 of the Commercial Code. So here we have a door which leads to total liability of ship-owners for the removal of ships. But this doorway is a very narrow one. It would no doubt be only in very rare cases that one could prove personal error on the part of the owner, when the concept excludes (here the emphasis is different from the old Article 216) captain or pilot error.

These are the basic principles of French national law.

7 —

With regard to individual international law, a thick fog pervades the question of legal jurisdiction over wrecks.

This is, firstly, because there are two Brussels' Agreements (1924 and 1957), the first of which is still in force for those countries which ratified it and were not a party to the 1957 Agreement. Another element is the fact that some countries (including France) were parties to the 1957 Agreement only with reservations, particularly as regards the opposability to the state of the limited liability for costs for the removal of wrecks. Then there is also the fact that, in certain instances, problems of reciprocity can arise. So it is extremely difficult, if not impossible, to prepare an accurate table showing various possible solutions in the event of obstruction of the port waters of one country by a wrecks or ship flying the flag of any other specific country.

8 —

It is noteworthy that the old concept of "sea-risks" should be brought back to life at a time when as a philosophy it is becoming an anachronism.

It is, in effect, quite clear that modern law is looking for some guarantee of security for all victims of damage. Based on error, risk or care, the liability of the person causing the damage is almost always set up with a view to total reparation. This is particularly true when the damage arises out of professional or commercial activities.

At the same time, sea and air risks have substantially diminished. On the other hand, highway risks are constantly on the increase.

These last risks are, in fact, totally covered. Even better, the limited liability of air-carriers is being questioned: the United States of America recently denounced the Warsaw Pact exactly because it looks too restrictive at the present time; moreover, while awaiting its revision, we observe an evolution in air-space law towards increased liability, achieved through a more comprehensive definition of unpardonable error.

In another area, to look at companies, even though the liability of individual partners with respect to third parties is frequently — but not always — restricted to the amount of their holding, we are experiencing an escalation of techniques designed to assign at least an integral liability to executives or directors.

Although their application has been brought up-to-date, the traditional privileges still enable them to partially evade the consequences of damages caused by their activities in so far as third parties are involved.

9 —

It follows that, at a time when maritime transportation is becoming less and less hazardous, the exploitation of port facilities is becoming more and more so.

However, ports are indispensable to maritime transportation. Their management presupposes long-term financial projections, and the data is constantly open to falsification if ship-owners evade a liability inherent in their commercial activities.

10 —

It therefore seems that this issue merits the attention of port authorities in most countries. Moreover, only a comparative legal survey will make a viable solution feasible on an international scale.

To facilitate such a survey, we ask the participants to provide the I.A.P.H. Secretariat with the following information with respect to the situation in their respective countries:

(1) What treaties (ratified), laws or regulations currently govern this question ?

(2) When, and with respect to what kind of wrecks is a shipowner obliged to remove or destroy same? Is this obligation a general one, or is it restricted to wrecks constituting a nuisance or a hazard to navigation ?

Can the owner, under certain circumstances evade the obligation with which he is charged, or can his financial liability be restricted to a specific amount ? How much ?

(3) In the application of these various points, is there any difference between the owners of ships flying foreign flags and those carrying the national flag ?

If there is any limited liability or possibility of exoneration, does this apply unconditionally to the benefit of foreign ships, or only on the basis of a reciprocal arrangement ?



# *Annual Report of The National Ports Council*

for the year ended 31st December, 1971

## **Statement by the Chairman, Mr. Philip Chappell**

The purpose of this statement is to give a general survey of the ports scene as we see it today. It is the Council's job to look to the longer term, and in that area we are optimistic in spite of the short-term problems which we all recognize.

This optimism arises from three main features: the ports now have the physical facilities to meet the needs of their customers; estimates of rising traffic encourage them to continue the development of those facilities and, above all, their finances are now on a much sounder basis. Ports, like any other industry, are an alliance of physical facilities and human resources to create national wealth, and these three facets of their activities make a suitable framework for an analysis of today's position.

### **Physical Facilities**

The ports have spared no effort, with the Council's full encouragement, to provide the new facilities required to cope with the demands imposed upon them following the adoption by shipowners of dramatic changes in technology for the transport of both bulk and general cargoes. Over the past seven years capital expenditure has totaled nearly £300 m., more than half the capital now employed in the industry: amidst all the concern about obsolescence or redundant facilities it is not often emphasized just how modern a large proportion of our ports have now become. Let it also be recorded here just how much of this has been financed by the taxpayer through Government loans and grants: over the past seven years public sector finance, including port modernization grants and an increase in the indebtedness of the British Transport Docks Board, has provided just over £170 m. to the industry.

New development will undoubtedly be needed to meet particular cus-

tomers demand, but the emphasis is now shifting to the 'software': developing and adopting the most effective methods of exploiting our expensive modern facilities and increasing individual berth throughputs. The Council intend in this connection to encourage inter-firm comparisons among the ports.

As to traffic, the Council have recently published a forecast up to 1975; the middle estimate indicated a likely increase in non-fuel traffic of some 14 per cent over 1970. Perhaps more important, our forecasts for 1975 indicate that of the total general cargo traffic of some 60 m. tons, at least half will remain in non-unitized form, with all the obvious implications for the facilities needed and labour force involved. The Council are satisfied that the ports have sufficient capacity, or potential for rapid development, to accommodate increases in traffic of this order, with a bit of margin. The emphasis has very much switched to the importance of management in selling these facilities and making them operate at minimum cost and maximum profit.

There is one particular new traffic which will stem from the exploitation and exploration of the offshore oil and gas fields round our coasts, the potential of which becomes more important as each summer drilling season gets under way. The Council attach such importance to these developments that they have set up a special monitoring team for this purpose.

### **Human Resources**

The heavy investment in mechanized equipment over recent years has made life for many dockworkers much less physically demanding: it has also meant that fewer men are required to move a given amount of

cargo. For example, at a reasonably efficient break-bulk berth, one man will be employed for every 750–1,000 tons a year of cargo moved through that berth: with containerized freight the figure rises to 10,000–12,000 tons. It clearly follows that any long-term forecast of manpower requirements in the industry must be sensitive not only to the total tonnages expected to be handled but also, and far more importantly, to the extent to which cargoes will be unitized three, five or ten years hence.

There is an inevitable trend towards a smaller work force, a trend which applies to the men not only on the quayside but throughout the industry: registered dockworkers account for only half of the industry's total work force and the problems of reducing manpower requirements and severance are not confined to registered dockworkers alone: the numbers of the 'other half' have been reduced by just as much as the numbers of registered dockworkers.

There is no point in trying to sidestep the issue. Clearly the position varies from port to port and at many ports natural wastage and men leaving to take other jobs will deal with the problem. At other ports, however, particularly in the short term, we all recognize there are serious difficulties. We welcome the way in which management in the past 12 months has very properly been concentrating attention on dealing with these problems. The Council are totally concerned and are playing their part in efforts to concert a plan of action, covering all aspects of manpower planning.

In his remit of May 1971 the Minister emphasized the need for management development and training throughout the industry, and we have begun our work in this area with our management Clearing House and Trainee Schemes. But no industry can afford a totally 'inhouse bred' management situation and we look forward to more exchanges with outside industry as well as among the ports.

Management begins at the top—in the boardroom. One specific remit to the Council from the Minister was to consider possible changes in the boards of the major trust ports 'in the direction of smaller boards with more executive members.' This stress on the increase in executive mem-

bership is important: the 'room at the top' principle provides incentives for a career structure throughout the industry. The Council are now engaged in constructive discussions with the major trust ports on this important issue.

### Finance

The ports have been set the target, in financial terms, of being 'self-supporting and competitive' and the year 1971 saw a really major step towards the re-establishment of this ambition. From a survey of 17 port authorities, including all the major ones, we estimate that in 1971 they achieved an aggregate improvement in net surplus of nearly £10 m. as compared with 1970. This may be difficult to maintain in 1972 in view of the severe effect on traffics of the prolonged coal strike which obviously impinged traffics other than coal. However, let me set the 1970/71 comparison in context:

	£ m	
	1970	1971
Capital employed	£549.8	£568.3
Operating revenue	134.5	156.2
		(+16.1%)
Operating expenses	106.5	115.7
		(+ 8.6%)
Depreciation	12.5	13.7
Profits before interest	15.5	26.8
		(+72.9%)
Interest payable, less interest received	21.2	22.7
Net surplus	(5.7)	4.1

The improvement has come from the resolute efforts of port managements to cut costs and raise charges—but there is still some way to go, both in the exploitation of cost-cutting opportunities and in achieving revenue increases; a return on capital of under 5% would be wholly unacceptable in British industry.

The cost to our international trade of putting our ports industry on a 'self-supporting' financial basis would be quite trivial as compared with the value of the goods handled—for example, a doubling of the rate of return on capital to only 10% would involve additional net revenue of some £26 m., only one fifth of one percent of the total value of foreign cargo handled.

Up to now ports may have suffered from the absence of a clear statement of their proper financial objec-

tives. The Council have put to the main ports their ideas, with special emphasis on the benefits and simplicity of a cash flow approach; the essential elements of that approach are to ensure that adequate provision is made for maturing liabilities and for some internal contribution towards expansion, thereby creating the potential for an equity base.

I referred to optimism and here is some of the external evidence for this assertion from the Stock Market, which must take an entirely dispassionate view of the situation. Since the Government's new initiatives were announced just one year ago, Port of London Authority stock has significantly improved its position—and has not been alone in so doing.

Profit maximization cannot be the ports' only objective, but they must be in a strong enough position financially to meet their maturing obligations and provide scope for competitive independence. Strength and independence go together.

Against this background, much more encouraging that a year ago, let us look at four of the major issues which will affect the ports over the next few years.

### Regional Policy

Although the ports do not share directly in the regional incentives recently announced, they will benefit from a growth in industrial activity in the regions and they have themselves an important role to play in stimulating that growth, both in industrial and entrepôt activity. There is some evidence that the process can be self-generating: an efficient port with the advantage of modern resources brings an industrial and trading hinterland to the area, which in itself generates more port traffic, and so on. Witness the example of Teesside where port traffic in the past five years has doubled to 22 m. tons annually thanks to the development, fostered by the port authority, of port-related industry. This is a real working example of the MIDAS concept on a minor scale—and developments around the ports of North-West Europe demonstrate the growing attractions of deepwater sites for industrial development: as industry relies increasingly on imported raw material it must now, just as when it relied on indigenous supplies, be located at the source—which is now

the port.

As a nation we need to be sure where industry will be welcome; as a Ports Council we are particularly concerned about this in relation to coastal sites. Some better form of pre-zoning may have to be developed.

### The Common Market

Others may argue about its effects on industry and agriculture, but the Common Market will certainly bring increasing traffics to the ports. But it is too facile to assume that this will benefit only the East Coast ports and roll on/roll off services particularly: our expanding industry will continue to rely on imports of raw materials and, hopefully, as it becomes more competitive, will have increasing opportunities for increasing trade with countries outside the Common Market. The real challenge, therefore, is for the West Coast ports—to whom the Channel Tunnel may well provide new opportunities. The Council have recently undertaken a special survey to assess the availability of port facilities to meet these extra traffics; the results are encouraging—and a reflection of the arguments used earlier about the thrust of the last seven year's activities.

### European Transport Policies

Although the issue of the harmonization of European transport policies is not new, the Common Market makes it vital. Increasingly we will be in competition with our European partners to provide sites for the large international companies, many of which are port-oriented. Although port subsidies are not the only kind of industrial incentive, most European ports, unlike ours, do have access to direct subsidies of one kind or another, some very generous. We must aim for a reconciliation of policies in this area.

Encouragement can be drawn, however, from the interest now developing among Common Market countries in a common ports policy and the need to end what some at least of them feel has been a subsidization race. Seaborne trade as a percentage of intra-Community trade will increase from 7% to 25% on the enlargement of the Community—and we would welcome enthusiastically the proposals discussed at the European Parliament for a Standing Committee on European Ports

Policy to examine and review competing policies. The Council have been increasingly struck by the number of overseas countries who, having expressed direct interest in the Council's functions and relationships with British ports, have sought information from us.

### **The accountability of the industry**

With the present emphasis on independence for the industry within the overall need to remain financially strong, but against the statutory background of the 1964 Harbours Act, there is inevitably some uncertainty to whom and in what way the ports industry should be accountable. There is clearly a duty to those who work in the port and to those who have provided its finance, either from the public or private sector; there is also a duty to the users of the port, both shippers and shipowners, for their livelihood too depends on the efficient running of the port. Ports in their local role can act as stimulators of economic growth, so clearly also owe some duty to their regional hinterland. Above all, there is the national public interest. Ports have a clear duty to serve the national economy by facilitating the movement of goods and raw materials between our overseas suppliers/customers and British industry/consumers. The trust ports are in the special position of not having a body of shareholders to whom an ordinary commercial company is ultimately responsible. There is clearly no easy short-term solution to this issue and some quite new mechanisms may be required to express the relationships that are involved.

### **The Council's Role**

Finally, what is the Council's role vis-a-vis the ports? We are an advisory body with certain statutory duties—but we would achieve nothing by adopting an ivory-tower philosophy. We aim to be a catalyst for long term strategies, stimulating the ports to actions which we are able to demonstrate will be to their and the national advantage. Not least important in this area is the service we provide as the main repository of information on the industry, and by the Council's emphasis on statistics and research in all its aspects about, into and for the ports industry, conveyed in a steady

# **Report on CCC 39th/40th Session**

## **Held in Brussels, June 5-9, 1972**

### **Customs Co-operation Council**

Brussels, 9th June (Ref. 18.747 E E3-1):—In accordance with the functions which were conferred on it by the Convention establishing the Customs Co-operation Council, the Convention on Nomenclature for the Classification of Goods for Customs Purposes and the Convention on the Valuation of Goods for Customs Purposes (all three of them signed in Brussels on 15th December 1950), the Customs Co-operation Council has held its 39th/40th Sessions in Brussels and has dealt with a number of Customs problems of which the undermentioned may be of particular interest to the public.

The Sessions, which were attended by the Heads of Customs Administrations of 49 Member countries and by Observers from several international organizations, were presided over by Mr. L. Eriksson, Chairman of the Swedish Board of Customs.

### **GENERAL CUSTOMS MATTERS (CUSTOMS TECHNIQUE)**

#### **Recommendation for a simplified Customs control, based on the dual channel system, of passengers arriv-**

flow of publications.

In his remit of May 1971 the Minister particularly stressed that to achieve worthwhile results the Council and the ports must work closely together. We have always been at pains to emphasize our full endorsement of the importance of this collaboration and I am delighted at the way in which the ports have responded. In addition to our contacts with the individual ports, our ties with the Dock and Harbour Authorities' Association have been strengthened through regular meetings between our two bodies—and we have tried to widen our links with a variety of official bodies whose business is in or about our ports. To all of them this is a special opportunity to express our thanks and we gladly avail ourselves of it.

#### **ing by sea**

The success of the dual channel system of Customs control in dealing quickly with large numbers of passengers arriving by air has encouraged the Council to prepare, in collaboration with the Inter-governmental Maritime Consultative Organization (IMCO), a similar Recommendation for passengers arriving by sea. This new Recommendation has now been approved by the Council. The system of control provides for parallel Customs entry channels, the "red" and the "green". Passengers with goods to declare are required to pass through the "red" channel, others may use the "green". The Council expects that the standardized procedures which would result from general acceptance of the Recommendation would significantly reduce the inconvenience caused to travellers in their passage through the Customs.

#### **Recommendation concerning lighters carried by "Lighter aboard ship LASH)" and similar type vessels**

In accordance with its policy of facilitating international trade by taking account of technological advances the Council has adopted a Recommendation providing for the temporary admission, with exemption from import duties and taxes and minimum of Customs formalities, of such lighters, laden or empty.

This Recommendation is a good example of the Council's policy of seeking to prevent Customs problems from arising as a result of technological progress rather than of solving them after they have arisen.

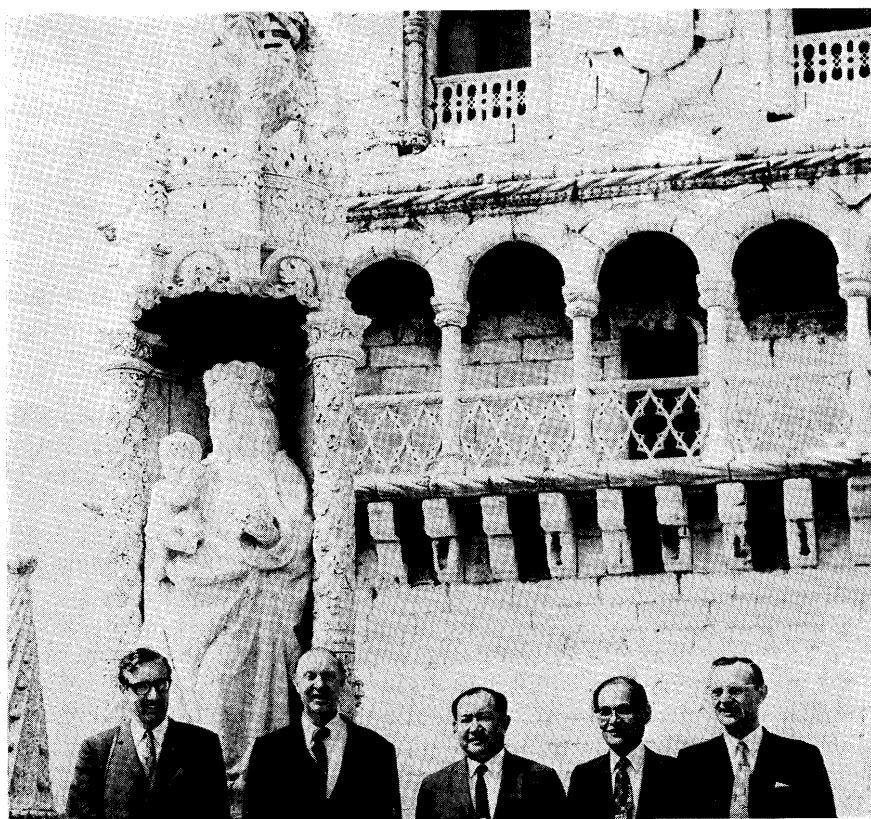
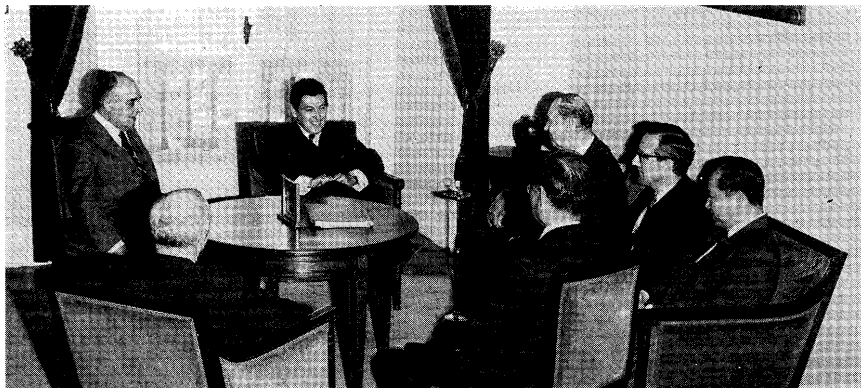
#### **Recommendation on Customs treatment of products imported for testing**

Further to a request of the Council of Europe, the Customs Co-operation Council has drafted a Recommendation to facilitate the forwarding to products for testing in other countries. Under certain conditions the products to be tested will be admitted duty-free.

(Continued on Page 20)

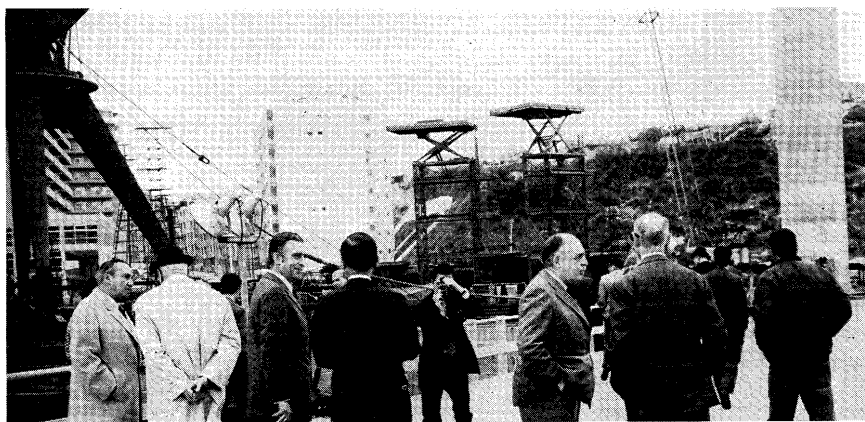
# Photos from Port of Lisbon

→ During the Executive Committee Meeting of IAPH, held in Lisbon on 2 through 5 May a group from the members had a meeting with Secretary of State for Transports, Eng. Oliveira Martins. Right to Left: Mr. Lyle King, Ir. Den Toom, Mr. Howe Yoon Chong, Mr. Toru Akiyama, Rt. Hon. Viscount Simon and Dr. Fernando Moreira.



← The Tower of Belém, a jewel of the Portuguese Gothic, is the Port of Lisbon's coat of arms and is under the custody of the Port Authority. During the Executive Committee Meeting of IAPH, held in Lisbon from 2 to 5 May, members have made a visit to the ancient monument. Left to Right are Ir. J. Den Toom, 1st Vice-president; Mr. Lyle King, President; Mr. Howe Yoon Chong, 2nd Vice-president; Mr. Toru Akiyama, Secretary General; and Mr. Robert L. M. Vleugels, member.

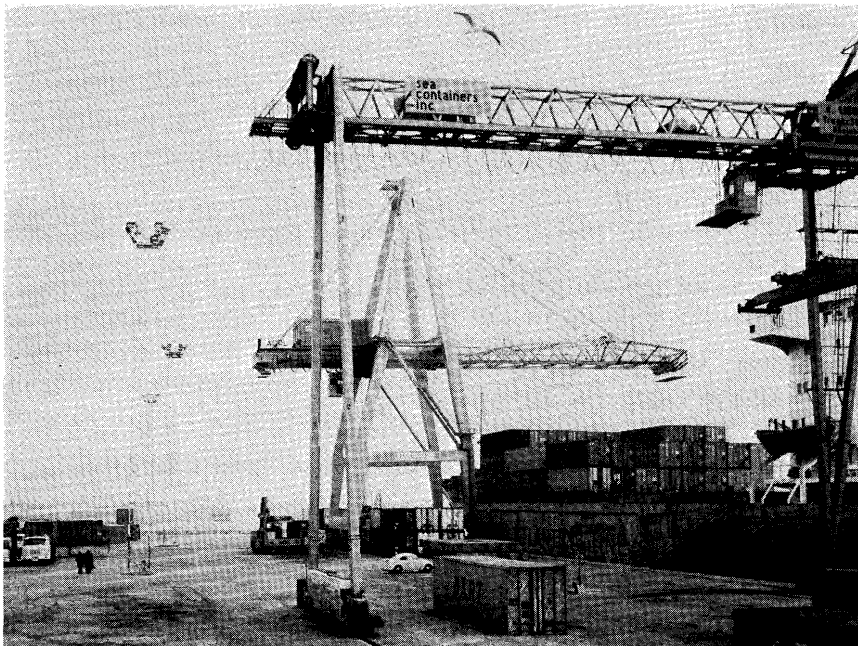
→ The picture shows the participant members during the port observation tour on the 4th May. While Mr. Toru Akiyama, Secretary General of IAPH changes views with Eng. Luis Gomes of Lisnave shipyards. Dr. Fernando Moreira, Portuguese IAPH member, talks to Dr. Daries Louro, member of the Board of the Port Authority.



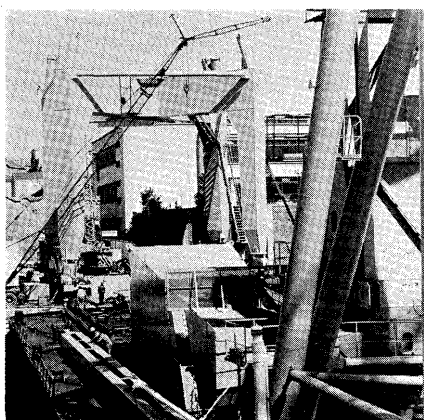


# Where Executive Committee Met

→ The Lisbon Fishing Harbor was one of the most important facilities visited during the Port of Lisbon observation tour the members of IAPH had, on May 4th this year.



← The containership "Atlântica Livorno" was in Lisbon recently to ship 50 containers of 20' bounded to New York and carrying Portuguese wine, canned fish, tomato paste and marble. The "Atlântica Livorno" has a capacity for 750 containers of 20' and pertains to a group of commercial interests constituted by Hansa Line (German) Fassio Line (Italian) and Fabre Line (French) who assure a regular container line between the Mediterranean ports and the Atlantic ports of U.S.A.



← Preparations in the Port of Lisbon for the shipment to Sweden of a giant crane, built by the Portuguese crane manufacturer—MAGUE.

→ A giant crane built up by the Portuguese crane-maker—MAGUE, leaving the Port of Lisbon to be assembled in Sweden.



(Continued from Page 17)

It is hoped that this Recommendation will represent a substantial contribution towards, inter alia, the work of organizations whose aim is to achieve improvement in the quality of goods and of the information available to consumers.

#### **Practical application of computers in the Customs field**

The increasing volume of world trade has led to a considerable increase of the work of Customs Administrations throughout the world. Administrations are making more and more use of electronic data processing in order to cope with this increase and to ensure a speedy clearance service. The Council took note of the progress made in this field.

The United Kingdom, which has already introduced a computerized system for the importation of goods at London airport (Heathrow), gave a demonstration of this system ("LACES") during the Council Sessions, using a computer terminal in the Council building linked directly to the Computer center at London airport.

#### **Struggle against smuggling and the illicit traffic in narcotic drugs and psychotropic substances**

The Council has taken note of the proceedings of the 9th Meeting of Customs Investigation Services, held at Bonn (Germany) from 16 to 19 May 1972, with Delegates from 39 countries. The principal item of the Agenda related to the struggle against the illicit traffic in narcotic drugs and psychotropic substances, a subject to which the Council attaches great importance. On the invitation of the Delegate of the United States it was decided to hold the next meeting of the Heads of Customs Investigation Services in 1973 in the United States.

#### **CUSTOMS VALUATION (VALUATION OF GOODS FOR CUSTOMS PURPOSES UNDER THE BRUSSELS DEFINITION OF VALUE)**

Under its policy of solving difficulties encountered in the uniform interpretation and application of the Brussels Definition of Value which 89 countries use as the basis for valuation of goods for Customs purposes, the Council adopted solutions to a

number of problems by issuing one Recommendation, four Valuation Opinions and two Valuation Studies.

The subject of the Recommendation is to specify certain cases in which the value of the right to use a trade mark should not be included in the dutiable value of an imported article.

The Valuation Opinions give rulings on:

- the dutiable value of pictures the copyright of which is owned in the country of importation;
- the dutiable value of soundtracks and matrices imported for the manufacture of gramophone discs;
- the valuation of goods which have a uniform price for delivery to the same buyer at various destinations in the country of importation;
- apportionment of transport costs when the same means of transport is used outside and within the country of importation.

The two Studies contain a number of guidelines for the valuation of:

- computers and customer program media; and
- the exclusion or extent of inclusion in the dutiable value of the value of the right to use a foreign trade mark in certain cases.

#### **CUSTOMS TARIFF MATTERS (CLASSIFICATION OF GOODS IN THE BRUSSELS NOMENCLATURE)**

The Chairman of the Nomenclature Committee gave an account of the progress achieved in the field of the Brussels Nomenclature. This international instrument for the classification of goods is now used as a basis for the Customs tariffs in 116 countries.

The Council adopted some amendments to the Nomenclature, in particular an adaptation of the classification of iron alloys containing more than 10 per cent nickel.

A substantial number of classification decisions were also approved by the Council. These decisions included rulings on certain products containing antibiotic fermentation liquors and the establishment of a list of substances which according to international agreements are regarded as narcotics and psychotro-

pic substances.

#### **UNIVERSAL COMMODITY CODE**

Research undertaken in a number of countries has highlighted the cost, to international trade interests, of describing and redescribing the same commodity, as it passes from one stage in the transaction to another, in a number of different ways according to the requirements of different classification systems. In 1970 the Council decided, upon the request of interested organizations, to study the possibility and feasibility of developing a universal commodity code to meet the needs of all persons and organizations concerned with international trade. The Council has reached the conclusion that it is possible to develop a universal commodity code which will meet the greater part of the needs of all commodity code users by harmonizing the principal commodity codes currently in use. It is expected that it will take four years to complete the project.

#### **TECHNICAL ASSISTANCE**

The Council recognized that its technical assistance activities have provided a service at low cost to organizations and countries which have sought the Council's help in selecting experts, organizing study missions and providing lecturers on Customs matters.

#### **CONTRACTING PARTIES**

The number of Contracting Parties to the three basic Conventions of the Customs Co-operation Council is now as follows:

Council Convention: 67 Members  
(Africa 19, America 8, Asia 13, Europe 25, Oceania 2).

New accessions: Canada and Thailand.

Valuation Convention: 27 Members.  
New accessions: Japan and Uganda.

Nomenclature Convention: 33 Members.

#### **ELECTION OF OFFICERS**

Mr. Hans HUTTER (Federal Republic of Germany) was elected Chairman for the coming year. Mr. J. J. A. SORTHEIX (Argen-

(Continued on Next Page Bottom)

# ***Training Model Helps to Solve Port Training Problems***

**By Gerald Farmer**

Students attending training courses at the British Transport Docks Board's Staff College at King's Lynn, Norfolk, have become accustomed to being faced with theoretical exercises involving the planning of port layouts. These are an integral part of the training of future managers for the 19 ports which the Docks Board operates in England, Scotland and Wales, and indeed for all levels of staff within the Board's organization.

Such exercises have in the past, however, been essentially theoretical and lacking the challenge of getting to grips with an actual problem facing a real port—until recently that is. For in what Mr. Leslie G. Taylor, the Board's Training and Education Officer, has described as a major breakthrough in both training and operational port planning, the King's Lynn college has developed a highly flexible scale model, capable of reproducing virtually any given set of operational circumstances, and has made this, together with the group brainpower of its students, available to docks managers for the study of specific operating problems.

## **The Model**

Constructed on a scale of one inch to ten feet, the model has a base area equivalent to 30.4 acres and is equipped with buildings of various sizes; quayside cranes including two container cranes; mobile equipment such as van carriers, tug-masters, mobile cranes

tina) was re-elected, and Mr. J. BROZ (Czechoslovakia), Mr. J. SINGH (India) and Mr. I. A. IMAM (Sudan) were elected Vice-Chairmen.

## **NEXT MEETING**

The Council decided to hold its next Sessions at Kyoto (Japan) from 16 to 24 May 1973.

and trailers; a roll-on/roll-off ferry ramp; various ship and cargo models; and ancillary items of port equipment such as floodlighting towers, and so on.

Thus, given the operational parameters of a particular situation, the model can be used to simulate and analyse both terminal layouts and working schedules in order to determine the most suitable arrangements for dock areas of up to 30 acres.

The development of the model was originally conceived as a means of undertaking realistic studies of unit load cargo handling systems—a field in which the port industry has had necessarily to build up experience as it went along, and in which there is clearly an important educational role for the college to play. After early work with an unscaled model, it was soon realised that operational studies would have more practical value and permit more detailed analysis of methods if an accurate scale representation could be employed, and as a consequence of redesigning the model to scale it became possible to reproduce accurately the layout and working of existing container and roll-on/roll-off terminals at the Board's ports.

At this stage it soon became apparent that the model could be of real value to port management for the analysis of any problems which might exist at those terminals, and appropriately enough it was at King's Lynn docks, just a few hundred yards away from the college, that the docks manager, Mr. Bernard Pearson, and his staff were faced with a situation for which the model was ideally suited.

## **The Problem**

The Docks Board established a purpose-built roll-on/roll-off terminal at King's Lynn's Alexandra Dock in December 1966 for a week-

ly service to Hamburg operated by the Washbay Line which catered for both wheeled freight and lift-on container traffic. Subsequent growth of trade resulted in the introduction of a second vessel to the service to give two sailings a week and necessitated the enlargement of the terminal area and the provision by the Docks Board of a 32-ton derrick crane, which was commissioned in September 1971, to handle the growing numbers of containers. Since then, another service making three sailings a week to Rotterdam with combination roll-on/roll-off, lift-on/lift-off vessels has been introduced at the terminal by the Eurolink Line.

Whilst a certain amount of pre-planning was carried out, it had been necessary for the expanded operations to begin before a proper layout had been completed and before all the operational aspects had been considered. As a result, although the system worked reasonably well, some difficulties were encountered with congestion at times of peak traffic movement, and, to quote Mr. Pearson, "in view of the need to obtain the maximum utilization of available space it was obvious that a close look had to be taken at work methods and movement patterns".

Offered the use of the scale model, the docks manager was able, with the help of the college staff, to produce an accurate scale replica of the entire terminal area and simulate the operations in which it was involved. The main ingredients in this were the loading and discharge of cars and other wheeled freight units via a stern ramp, the loading and discharge of containers to the forward holds of the vessels using the derrick crane, and the reception, marshalling, and delivery of all this traffic within an available area of 5.5 acres. The aim was, of course, to achieve the smoothest possible traffic flows and fast turnaround of vessels, particularly as the terminal will probably be called upon to accommodate a sixth weekly sailing in the not-too-distant future.

With the model set up, a small team from the port, including the supervisors, cranedrivers, and dockers actually involved in the operation, was able to discuss with the docks manager in detail their sug-

# Sabah Ports Authority

The Sabah Ports Authority was constituted as a Statutory Body under the Sabah Ports Authority Enactment, 1967 to take over control of all the ports within the State of Sabah. The Ordinance, which became operative on 1st April 1968, brought under one authority control of matters relating to port management, operations and development.

The Authority consists of a Chairman, a Deputy Chairman and eight members appointed by the State Minister of Communications and Works to hold office for a period of two years. Six of the eight members are from the private sector who are usually chosen by reason of their knowledge, experience or interest in shipping, commerce and industry, and two are Senior Government Officers.

Three Committees, namely the Finance Committee, Staff Committee and Tenders Committee were appointed by the Authority to consider and decide on matters relating to finance, staff and tenders of the Au-

thority.

‘There is also a Post Users’ Consultative Committee in the Ports of Kota Kinabalu, Tawau and Sandakan. Its membership consists of representatives of port users and the management staff of the Authority.

The objective of this committee is to promote through consultations and discussions a better understanding between the port users and the Authority on port operational problems and procedures.

It is the intention of the Authority to set up similar Committees in the other ports of Sabah after they have been taken over by the Authority in 1971/1972.

## World Bank Negotiations and Visit to Port Authorities

The Chairman and the General Manager represented the Authority in the World Bank Loan Negotiations held in Washington from 25th to 11th May, 1971.

They also took the opportunity to visit various port authorities in Europe and the United States. Devel-

opment projects at the various ports were visited and discussions were held with port officials.

## International Conferences

The Chairman and General Manager of the Authority attended the International Association of Ports and Harbours’ 7th Biennial Conference at Montreal, Canada and the 10th Biennial Conference of International Cargo Handling Co-ordination Association at Madrid, Spain in June 1971.

## Visitors

In August 1971 a group of officers from the Port of Singapore Authority led by Mr. Lee Chee Yeng made a familiarization tour of the Ports of Kota Kinabalu, Tawau and Sandakan.

In October 1971 the Chairman, Tuan Haji Rakawi bin Nur and the General Manager Enche Andrew Chan Nam Wah of the Kuching Port Authority also visited the three ports.

## Congratulations!

The management on behalf of all the staff of the Authority would like

(Continued on Next Page Bottom)

## Ports Now Under The Jurisdiction of The Authority

Name of Port	Kota Kinabalu	Tawau	Semporna	Sandakan	Lahad Datu	Kudat
Date of Takeover	1.12.1968	1.11.1969	15.6.1971	15.7.1971	1.9.1971	1.10.1971

gestions for improving the terminal layout and methods. At the same time, the college staff took the opportunity to use the situation as a test exercise for the students attending the current course, and were able to offer Mr. Pearson the resultant recommendations of two groups representing a cross-section of the Board’s management staff.

## The Solution

As a result of these various deliberations, the docks manager has decided to adopt a new operational system including recommendations of the course groups which will enable the terminal to deal with up to 415 containers at a time. Import loaded containers will be transferred to the eastern portion of the site, with a small area reserved for containers subject to customs inspection, and containers for export

will be positioned on the western side of the area, with empty containers stacked two high along the length of the western boundary.

Additionally, new cars imported through the terminal from Czechoslovakia will be placed on the quay-side at the south-eastern corner of the site, thereby utilising an area unsuitable for containers, and slow-moving roll-on/roll-off traffic will be marshalled adjacent to the link-span in order to keep cycle times to a minimum. Other recommendations arising from a time simulation of the operation and the study of documentation planning and equipment performance are to be implemented with the full co-operation of the port operating staff, whose involvement in the exercise, according to the docks manager, “certainly helped to establish better communication at all levels and a

greater understanding of the problems involved”.

For Mr. Taylor, the results of the exercise “have proved the value of training to meet practical needs and have substantiated the college’s development work in this field”. He regards this pioneering co-operation between the academic and operational sectors as an important breakthrough in the port industry-permitting a more thorough approach to operational port planning.

The fact that his open invitation to port managements to make use of the model has already resulted in a second planning exercise — this time for the new ferry terminal being constructed by the Docks Board at Plymouth—would seem to indicate that his optimism is well-founded.



# Three-Sister Ports Conference Was Held in Kobe

News Release from Port and Harbor Bureau,  
Kobe City Government



Dinner Party hosted by Kobe City at Sorakuen-Garden (From left to right: Burgomaster Thomassen, Mrs. Stewart, the wife of Mr. Stewart, President and General Manager, Seattle Stevedore Co., Commissioner Kitchell, Mayor Miyazaki, General Manager Opheim). (May 21, 1972)

Kobe:—The 4th Tri-Sister Ports' Conference by Rotterdam, Seattle and Kobe, which was held in Kobe during May 21 (Sun.)—25 (Thur.) hosted by Port and Harbor Bureau of Kobe City Government, was favored by the good weather through its entire programme.

Rotterdam Delegation were Burgomaster Willem Thomassen, City of Rotterdam, as the leader, Dr. H.J. Viersen, Vice-Mayor and Member of Executive Committee for Port Affairs & Economic Development, City of Rotterdam, Dr. J. Reehorst, Vice-Mayor and Member of Executive Committee for Finance, Mr. J.A. Reus, President of Rotterdam Port Promotion Council, Dr. A. D. J. Brantenaar, Director-General for Rotterdam Chamber of Commerce & Industry, Dr. S. A. Posthumus, President of the Netherlands Ports Council and Former Minister of Transportation of Netherlands Government, and other 18 persons representing City Office, City Council, port related enterprises and other various organizations of Rotterdam. Among those persons there also was found Dr. F. Vos, Professor of Japanese and Korean and Director of the Center for Japanese Studies, Leyden University, who is famous for

to convey its heartiest congratulations to:

- (1) The Authority's Chairman, Y. B. Enche Herman J. Luping on his being awarded the Ahli Setia Darjah Kinabalu by the Yang Di-Pertua Negara T. Y. T. Tun Pengiran Haji Ahmad Raffac and on his being appointed the Assistant Minister of the Communications and Works by Ketua Menteri Sabah. Tun Datu Haji Mustapha bin Datu Harun.
- (2) Dato Ahmad J. Read on his being awarded the Panglima Gemilang Darjah Kinabalu by the Yang Di-Pertua Negara T. Y. T. Tun Pengiran Haji Ahmad Raffae.



Participation in the Kobe Matsuri (Festival) Parade by Rotterdam and Seattle Delegations (In front of the Kobe City Hall Building). (May 21, 1972)

his study and translation works on the "Ise-Monogatari", a noted Japanese ancient novel.

Seattle Delegation, represented by Co-Chairman, the Honorable Wesley C. Uhlman, Mayor of Seattle and Mr. Frank R. Kitchell, Commissioner of Port of Seattle, were Mr. Merle D. Adlum and Mr. Henry L. Kotkins, Commissioners of Port of Seattle, Mr. Gordon S. Clinton, Co-Chairman of Seattle-Kobe Affiliation Committee and Former Mayor of Seattle, Mr. J. Eldon Opheim, General Manager of Port of Seattle and other 29 gentlemen and 7 accompanied ladies.

On May 21, the first day, both delegation members joined "the 2nd Kobe Matsuri (Festival)", with which the Conference had been scheduled to coincide, parading the main thoroughfare in happi-coat style and with a small Matsuri-flag in everybody's hand. The gala parade, in which ninety-five organizations and associations or societies were represented by over ten-thousand citizens, continuing from morning till evening on that day under the blue sky, was accented by the colorful and happy participation of the both delegation members in company with Mayor Miyazaki of Kobe and seven Queens Kobe.

On the second day morning, May 22, several representative officials of the both Ports officially visited Governor Tokitada Sakai of Hyogo Prefecture, Mayor Tatsuo Miyazaki of Kobe and President Masashi Isano of the Kobe Chamber of Commerce & Industry (who is concurrently the President of Kawasaki Heavy Industries Co., Ltd., Kobe). After the official visit programme, they called at the Tri-Ports' Exhibition which was being held at the "Santica Square" in the Santica Town, a major underground shopping arcade of Kobe. They next toured to the Suma Detached Palace Garden and then to the Takakura Mountain wherefrom earth was being carried by belt-conveyors and pusher-barges to Port-Island site for reclamation, and where a newtown would make its appearance in a few years. A port inspection tour was also made on board the "Ohwada", an inspection boat of this Bureau, and on its way they observed the field work spot of the Port-Island construction.

The Three Ports' Lecture Meeting was held on May 23 morning at the Grand Hall of Oriental Hotel with a large audience. Firstly, Dr. S. A. Posthumus, President, The Netherlands Ports Council, made a speech on the theme of "The Development and the Importance of the Seaports of North-Western Europe". This was followed by speeches of Mr. Frank R. Kitchell, Commissioner, Port of Seattle, entitled "The Coast Ports of North America" and of Mr. Tatsuo Miyazaki, Mayor of Kobe, entitled "The Importance of the Major Japanese Ports with special attention to the Port of Kobe".

In the afternoon of the day, Part-I of Tri-Ports' Seminar was had at the same site on the common subject titled "Development of Container Traffic and the Economy of Container Ports". After the presentation of lecture on the common theme by each speaker representing each of three Ports, lots of views and opinions were exchanged by discussion. The speakers were Mr. L. J. Pieters, Chairman, Rotterdam Port Employers' Association, Mr. Arthur H. Yoshioka, Director of Planning & Research, Port of Seattle and Mr. Yasuyuki Mizuno, Nippon Container Association.

Part-II of the Seminar was held on May 24 morning, around the common subject "The Ideal Way of Terminal Operation and Management to cope with Innovation of Transportation", on which pre-speeches were spoken by Mr. M. O. Benett, Manager of Marine Terminals, Port of Seattle, Dr. A. D. J. Brantenaar, Secretary-General, Rotterdam Chamber of Commerce & Industry and Mr. Yukio Torii, Director, Engineering Department, Port and Harbor Bureau, Kobe City.

The Part-III, the last part of the Tri-Sister Ports' Seminar, was held in the same day's afternoon, for which the common theme was prepared as "Port Finance of Today and Tomorrow", forming the most important part of the Seminar. Under this title, an attempt was made for the first time to compare the financial and funds' conditions of the three Ports. Through the comparison study all participants learned much from the experiences on this specific problem of one another. The pre-speakers on this common subject were Mr. J. L.

Hogan, Controller, Port of Seattle, Dr. H. J. Viersen, Vice-Mayor of Rotterdam and concurrently Member of the Executive Committee for Port Affairs and Economic Development, and Mr. Yasuhiko Nagata, Director General, Port and Harbor Bureau, Kobe City Government.

The Seminar Session Part-I was chaired by Mayor Miyazaki, and Part-II and III by Mr. Shoichi Ijiri, Deputy Mayor of Kobe.

At the closing of the Seminar, it was strongly confirmed by the three Ports that it would be most necessary for them, wishing further development of their port prosperity and trade promotion, to make more active their mutual exchange of information and close co-operation through not only economic interchange but also cultural and personnel intercourse.

On the final day, Rotterdam and Seattle people joined Nara tour, enjoying the scenery of Japanese ancient capital of about 1,200 years ago. This night they stayed in the Arima Spa, where they fully enjoyed, too, the Japanese style dinner party hosted by Mayor of Kobe and among others enjoyed the Awa-Odori Dance (a traditional folk dance transmitted in Tokushima Prefecture district of Shikoku) there. Mr. J. S. C. Schoufour, Managing Director, Frans Swarttouw's Havenbedrijf N. V., Rotterdam, was seen conspicuous for his passionate and excellent dancing.

The 5th Conference will be held in 1974 in Seattle.

# IMCO As Seen by IAPH

Reports by observers from IAPH at IMCO sessions

## Report No. 19

**Date:** 28th February-3rd March, 1972

**Place:** IMCO Headquarters, London

**Session:** 12th Session, Sub-Committee on Marine Pollution

**Observer from I.A.P.H.:** Mr. J. H. Potter, Port of London Authority

### Text of Report:

#### 1. Preparation for an International Conference on Marine Pollution in 1973

##### 1.1 Preliminary reports on studies initiated at the tenth session;

The following progress reports, by various members of the Sub-Committee, were presented for consideration; final reports are to be considered by the thirteenth session.

- (i) A study of the retention of oil on board.—U.K.
- (ii) The collection and disposal of ship-generated dry garbage. —U.S.S.R.
- (iii) A Summary Progress Report on Study I—Segregated—ballast tankers.—U.S.
- (iv) A Report on a Study of the costs of damage due to deliberate oil discharges from vessels.—U.K.
- (v) The In-port disposal of oily ballast water retained on board tankers.—Israel
- (vi) Studies relating to the effect of oil discharges, and spills on the aquatic environment.—U.S.
- (vii) A Report on the possibilities of cleaning oil tanks prior to ballasting before sailing from discharging port.—France
- (viii) Preliminary Report on pollution caused by the discharge of noxious substances other than oil through normal operational procedure of ships engaged in bulk transport.—Norway
- (ix) Draft Report on Ship Generated Sewage Treatment and Holding Tank Systems.—Canada
- (x) Use of dual purpose tanks with means to isolate oil or noxious materials from ballast water.—U.S.

##### 1.2 Identification of noxious and hazardous substances;

Following the Sub-Committee's request for further information, an Ad Hoc Group of GESAMP Experts have reviewed the environmental hazards of substances other than oil transported by ships.

The hazard profiles relate to some 40 substances that are considered to be the most relevant of the several thousand items that may be transported in bulk as liquids or solids or in packages, and the information provided might meet satisfactorily the immediate needs of IMCO.

It is considered that the next step might be the expansion of the table to include the most important 250 substances and that, with some preparatory work done by members of the Panel in their own countries in association with suitably qualified colleagues, this task may be ready for presentation to IMCO and GESAMP in September, 1972.

The extension of this work would be a long term project, as would the updating of existing lists in the light of new knowledge, and may become a continuous task for GESAMP.

The Sub-Committee were invited to note the information contained in the Report in connection with the preparation of relevant Annexes to the draft International Convention for the Preventing of Pollution of the Sea from ships.

##### 1.3 General Principles of the draft instrument for the 1973 Conference;

Following the sinking of the m.v. "Germania", part of its cargo of drums of chemical were washed-up on the South-West coast of the U.K. creating an environmental and health hazard about which considerable concern was expressed. The U.K. Delegation proposed as an interim measure, pending implementation of Article 8 of the Convention, and as a matter of urgency that the Maritime Safety Committee should be invited to consider for immediate circulation to Governments a recom-

mendation similar to that previously put forward concerning the notification of spillages of oil.

##### 1.4 General discussion of the draft articles

The Sub-Committee expressed the view that it was desirable to develop a simplified procedure for effecting amendments to certain technical requirements of the draft Convention for accelerating the bringing into force of amendments to Conventions for which IMCO is the depositary. At present IMCO is the depositary of the following technical Conventions or Instruments:—

- (a) International Convention for the Prevention of Pollution of the Sea by Oil, 1954. (OP)
- (b) International Convention for the Safety of Life at Sea, 1960. (SOLAS)
- (c) International Regulations for Preventing Collisions at Sea, 1960. (COL)
- (d) International Convention as Load Lines, 1966. (LL)
- (e) International Convention on Tonnage Measurement of Ships, 1969. (TM)
- (f) Special Trade Passenger Ships Agreement, 1971. (STPS)

#### 2. International Convention for the Prevention of Pollution of the Sea by Oil, 1954, including proposals for further amendments and methods of enforcement of the Convention

44 States have now ratified the 1954 Convention as amended in 1962. 9 States have accepted the 1969 Amendments to the Convention.

A preliminary draft of a Convention, as a suitable international instrument for presentation to the 1973 International Conference on Marine Pollution, has been prepared by the Secretariat with the view of facilitating the co-ordination of the activities of the various sub-committees concerned. The Convention contained annexes setting-out regulations for:—

- i) controlling deliberate discharge of oil or oily mixtures, deliberate discharge of noxious cargoes other than oil,
- ii) the design, construction and equipment of ships carrying oil and other noxious cargoes,
- iii) the safe carriage of noxious

(Continued on Page 28)

**The 8th conference of  
the International  
Association of  
Ports and Harbors  
will be in  
Amsterdam.  
Coming?**





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cargoes,

- iv) the disposal of sewage and garbage from ships.

The draft is being circulated to the relevant Sub-Committees for consideration.

Several countries have replied to the Inquiry on Inspection Arrangements in Oil Loading Ports prepared by the Sub-Committee at its 10th Session. The replies to date indicate that most member countries do not foresee a need for the stationing of inspectors employed by other Member Governments of the Convention in their home ports as the facilities they provide are considered adequate.

### **3. National arrangements for dealing with oil pollution: preparation of a manual for the guidance of governments**

A report was presented by the U.S.S.R. detailing the Basic Principles of the Water Legislation of the U.S.S.R. and Union Republics that are now legally binding.

Nine countries, including the U.K., have now submitted comments on the revised draft manual considered at the 11th Session. The Sub-Committee decided to finalize the manual at the 12th Session and requested consideration of a revised version of the first part of the draft manual, containing practical information on means for dealing with oil spillages, prepared by the Secretariat in consultation with the U.K. delegation.

The U.K. delegation also submitted a report on the specification for dispersants for use in oil spill clean-up operations and the Sub-Committee was asked to consider the inclusion of this information in the section of the Manual concerning methods of dealing with spillages of oil. Reference was made to the possible format of an IMCO Manual, prepared by the U.S., concerning national arrangements for dealing with oil pollution.

### **4. Exchange of Information on present research**

The Sub-Committee noted the following reports with interest:—

- (a) the follow-up investigation in respect of a sand-sink trial carried out by the Netherlands Government;
- (b) results of sea tests of the Vortex oil pumping equipment

# ***Toronto's New Harbour Entrance***

## **Public Information Department**

## **Toronto Harbour Commissioners**

Toronto, Ontario:—Giant hydraulic dredges pumping bottom sand through large floating pipelines will be used to deepen the Eastern Channel in a \$10 million program to make a new main entrance into the Port of Toronto.

The development announced late last month by Donald S. Macdonald, Minister of Energy, Mines and Resources, has been made possible by the Federal Government's commitment to widen the Eastern Gap and to dredge the shipping channel to Seaway depth of 29 feet to facilitate the modernization and future development of the port.

Macdonald said the project had

carried out by the French Government

- (c) "Treatment and disposal of vessel sanitary wastes" made available by the United States delegation, and
- (d) "Polluting Spills in U.S. Water—1970", prepared by the United States Coast Guard and containing information on the water polluting spills reported in that country during 1970.

### **5. Future Work Programme**

The Sub-Committee considered its future work programme on the assumption that, as presently envisaged, the IMCO Conference on Marine Pollution will be held in October, 1973. To ensure that the draft Convention or Conventions are prepared and ready for circulation to governments at least six months before the Conference, it was recognized as essential for the completed draft to be submitted for approval by the Maritime Safety Committee at its spring session in 1973. To meet this schedule, the Sub-Committee agreed that it would be necessary to hold two meetings each of one week's duration, in June and December of 1972 respectively and a further meeting early in 1973 which might be of an extended duration should the amount of work make this necessary.

had his support for some time. "Not only will it result in the creation of more modern port facilities, needed by Toronto over the next decade or so, but it will give Toronto more parkland and waterfront recreation areas which are desperately needed to serve particularly the downtown sector."

The development, which will include an Aquatic Park with a land area of 188 acres and a water area of 73.4 acres, grew out of general plans for the improvement of harbour facilities.

According to Port of Toronto engineers, the key to the central waterfront development is the dredging of the new main entrance channel. This will let other developments take place unimpeded by commercial shipping. Port relocation and development can take place away from the congested traffic arteries of the city waterfront.

The East Headland, a long spit of land arching from the foot of Leslie Street to a point in the lake opposite the Eastern Gap, has made the new entrance practical because it has eliminated the silting of the Eastern Channel. The cessation of silting constitutes a saving of about \$50,000 yearly to the Department of Public Works of Canada.

Jack Jones, Toronto Harbour Commission's Chief Engineer, said that the Eastern Channel, which does not have as much small boat traffic as the Western Channel (present main entrance into the port), will be widened at the mainland side when the new main channel is dredged.

He said that provision will also be made to allow boats using the Aquatic Park to enter the new Outer Harbour which will be about two-thirds the size of the present Inner Harbour.

During the special press conference held in the board room of the Toronto Harbour Commissioners, the energy and resources minister emphasized that the Federal

Government would not be involved in anything more than the widening of the Eastern Gap, dredging the shipping channel and the creation of the islands.

"However," he said, "we are influenced in our decision to go ahead by the fact that the project includes public parkland, beaches, boating facilities, playgrounds for children, picnic areas and so on."

Macdonald added that the continuing development of high-rise buildings and increasing population makes this a top priority project.

Basically the park is visualized as a participants' park with associated aquatic facilities linked to the city by public transportation and bicycle paths.

To dredge the 10 million cubic yards required will take about 1½ years and could start late this summer. Once dredged sand has built the land base for the islands, an additional 2.5 million cubic yards of truck fill will be needed to complete the total park concept.

Another key factor in the relocation of the main channel is the shorter distance, about six miles, ships will have to travel when entering the port.

Congestion is the main reason that the Harbour Commissioners wanted to switch commercial shipping from the Western Gap. Frequent operation of the Island Airport ferry cross-channel service, the proximity of Ontario Place Marina and yacht clubs, Humber Bay sail boat racing courses and about 2,500 pleasure and small boats operating in the area were some of the reasons for crowded conditions.

Engineers explained that once commercial shipping is able to use the new harbour entrance, the Western Channel would be left mainly to small boats.

A preliminary study of the Aquatic Park concept has shown that the ultimate park development should be able to accommodate a total of 20,000 visitors on any given day.

#### **NPC Book :**

## ***New Basis for Port Charges Urged—NPC Report***

Classification of ships into a number of types, to enable port charges to be more closely related to the demands made on port facilities by each type of ship, is advocated today in the *NPC Bulletin*\*, a new publication from the National Ports Council.

The present practice of assessing dues according to a ship's carrying capacity is almost 120 years old, and does not meet the needs of current shipping practice, according to the authors of the paper, Brian Wilson, the Council's Chief Statistician, and Ted Hunter, his Principal Statistician.

Dues on vessels in British ports, for the use of basic facilities, i.e. harbours, docks, lights, pilotage, towage and dry docks, amount to some £54 million a year. About £35 million of this is collected on charging scales based on net register tonnage, either solely or in combination with other factors such as origin of vessel, section of the port, purpose of call, draught, etc.

The authors point out that this practice is based on the system adopted in the Mercant Shipping Act of 1854 at a time when all vessels tended to have similar cargoes. Today, in contrast, vessels tend to be specialised in function, and new types of ship have been developed for specific cargoes (refrigerated goods, liquid chemicals, liquefied gases, timber, accompanied motor cars, vehicles for export) and for specific methods of handling cargoes (containers, roll on/roll off, pallets, barge carriers).

Many vessels use only part of the facilities offered by ports, with tankers, bulk carriers, and barge-

carrying vessels using only the conservancy and lighting facilities outside enclosed docks.

'There is increasing need for a separation of the costs incurred on behalf of and the revenues received from these quite distinct functions: conservancy as opposed to provision of docks, wharves and quays', comment the authors.

The use by ships of specialised installations is also growing, and individual items of port expenditure are in consequence for specific types of ship, e.g. container vessels, roll on/roll off vessels, grain carriers, very deep draught tankers, etc. The authors also point out that certain vessels which are large in n.r.t./g.r.t. terms, e.g. barge carriers, may make negligible demands upon port facilities. Other vessels employed in the coastwise trade, upon which small port charges are traditionally levied, may be relatively large tankers making full use of an expensive deepdredged approach channel.

The paper discusses at length the problems for ports in adjusting to the new bases for tonnage measurement stemming from the International Convention of 1969, and concludes that classification of vessels into various types will be essential for smooth transition to the new bases.

'Meanwhile', say the authors, 'such type classification could permit differential port charges on different types of vessel to overcome some of the current anomalies between vessels under their present not register tonnage measurements, as well as allowing dues on vessels to approximate more closely to the costs involved in providing port facilities for different types of vessel'.

ends

9th June 1972

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IAPH Publication—

# " PORT PROBLEMS IN DEVELOPING COUNTRIES "

by Bohdan Nagorski

Publishing early December, 1972

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*Few authors in the field of port organization and administration have approached their work with Bohdan Nagorski's depth of experience in international port development. Mr. Nagorski's sensitivity to the problems encountered by port administrators throughout the world in accommodating technological and economic change is reflected in this comprehensive study of port development activities.*

—A. Lyle King, President, IAPH

*The author's objective in "Port Problems in Developing Countries" is to provide a framework for decision-making in the establishment of efficient port facilities in developing areas. Mr. Nagorski's perceptive analysis of the economic, social and political factors affecting developmental policy affords helpful insight to the complex nature of port administration and the myriad of problems that must be overcome in moving a project forward.*

—Toru Akiyama, Secretary General, IAPH

(As soon as the binding is finished, the book will be dispatched to those advance orderers.)  
(Orders must reach the publisher by the end of November, 1972.)

# Orbiter Probe

## IAPH News:

### Mr. Savory Knighted

A knighthood was conferred by Her Majesty the Queen on Mr. R. C. F. Savory, C.B.E., F.I.O.B., Auckland Harbour Board member. Sir Reginald Savory was previously the Chairman of Auckland Harbour Board, and is currently member of the IAPH Ways and Means Committee and Committee on Containerization.



Sir Reginald Savory

### Corrections

In reference to the top photograph on page 34 of Ports and Harbors, July (last) issue, the part in the third line of the caption reading "president of Puerta de la Paz, Barcelona" should have stood "president of Port of Barcelona". Also in reference to the lower photograph on page 35, the caption should have ended with "Howe" instead of "Chong", to correctly indicate the person Mr. Howe Yoon Chong, 2nd Vice President (Chairman/General Manager, The Port of Singapore Authority).

### Telex at Head Office

A telex (No. 02222516 IAPH J) is to be installed at the Head Office usable on and after July 6, 1972.

### Traveler

Mr. Loh Heng Kee, Director-Operations, Port of Singapore Authority, stayed in Japan for 5 days, June 16-21 before departing for Taiwan. On Tuesday June 20 morning at 9.00 o'clock Mr. Loh called on Mr. T. Akiyama, Secretary General, at his business office. He then visited IAPH Head Office and had conversation with Dr. H. Sato, Deputy Secretary General. The same morning Mr. Loh visited Mr. Gaku Matsumoto, former IAPH Secretary General, at his office of the World Trade Center.

### Photos from Lisbon

The Port of Lisbon was good enough to send us photographs taken during the Executive Committee meeting held there May 2-5, 1972. They are shown on pages 18-19.

### World Trade Center Ass'n.

Rotterdam, The Netherlands, June 14:—Some 300 international businessmen and government officials representing over 20 nations attended the General Assembly of the World Trade Centers Association, which was held in Rotterdam during the past two days it was announced by Guy F. Tozzoli, President of the Association. At the meeting, representatives of the four-year-old Association took a number of steps to increase cooperation among all world trade centers, including the proposed establishment of a worldwide catalog service and further implementation of its international world trade information exchange system.

In reporting on the sessions, Mr. Tozzoli, who is also head of The World Trade Center in New York, said that the delegates heard a report on a "worldlist" international electronic catalog of manufacturers and products accessible through participating world trade centers of the Association. When fully implemented, manufacturers throughout the world will be invited to submit their existing catalogs for registration in the Worldlist Service, with all catalogs coded in accordance with standard numeric codes for countries and commodities. The service calls for microfilming of the catalogs, and copies of the microfilm files sent to each participating trade center. An index to the microfilm files would be

## PORT ECONOMIST

A vacancy exists in the secretariat of the United Nations Conference on Trade and Development (UNCTAD), for someone to work on the economic issues involved in the development of ports in developing countries. The person appointed would be based in Geneva but may be expected to undertake missions to various parts of the world.

Candidates should have a good degree in economics and several years experience working, in a port, or airport, preferably on development plans.

The appointment will be for two years in the first instance.

Fluency in English is essential. A working knowledge of French or Spanish would be desirable.

Please send brief details to Office of Personnel, UNCTAD, Palais des Nations, Geneva, Switzerland, before 15 August 1972.

*Advertisement*

available in a time-shared computer network for ready access by all subscribing world trade centers.

Mr. Tozzoli also reported that considerable progress has been made on the implementation of a world trade information exchange system which would tie together all members of the Association. The system, called "Interfile," is an automated index to the resources of hundreds of information agencies throughout the world. Interfile, which has already been put into operation in the New York World Trade Center, will ultimately be expanded to include trade centers now in existence or being developed in major trading capitals throughout the world. As more trade centers join Interfile they will add data on the information resources of their respective regions using a prescribed format. These identical files will be available in participating nations and the file and inquiries will grow with each trade center joining the network.

The acceptance of ten new members into the Association was also announced by Mr. Tozzoli. Elected as regular members at the General Assembly were: the Centre de Commerce International du Havre de Le Havre, France; the Centre Méditerranée de Commerce International of Marseille, France; the Instituto Panameno de Turismo y Convenciones of Panama; the North Pacific World Trade Center, Ltd. of Tacoma, Washington; the San Francisco World Trade Center of the Port of San Francisco and the Hongkong Land Company, Ltd. of Hong Kong.

The World Trade Centers Association was established in New Orleans in April 1968 to encourage mutual assistance and cooperation among members, promote international business relationships, and foster increased participation in world trade by developing nations. (The World Trade Centers Association, Inc., New York, N.Y., U.S.A.)

## New navigation service

Ottawa, June 9:—Effective 0001 Pacific Daylight Time, July 1, 1972, the Ministry of Transport will institute a Marine Navigation Infor-

mation Service in the waters of British Columbia, Transport Minister Don Jamieson announced today.

This service, which has been under consideration within the Ministry for several years, will be effective in Canadian waters between Vancouver Island and the mainland including the Strait of Juan de Fuca, the Strait of Georgia including Burrard Inlet, Howe Sound, Malaspina Strait, Johnstone Strait, Broughton Strait, Queen Charlotte Strait including Gordon and Goletas Channels.

All vessels of 100 gross tons and over and all tugs with tows which measure, from the stern of the towing vessel to the stern of the last vessel or object towed, 100 feet or over, are encouraged to participate while in the designated area. In order to participate, vessels should be fitted with a very high frequency (VHF) radio telephone capable of operating on the assigned frequencies of 156.8 MHz; 156.7 MHz; 156.6 MHz; 156.5 MHz and 156.3 MHz.

The service is based upon each vessel transmitting a message containing basic navigation information at designated points along her route. Masters or pilots of other vessels in the area by monitoring these broadcasts will have the positions and intended movements of all other vessels which are in a given sector.

For the purpose of this service, the general area outlined above will be divided into three sectors. These three sectors cover the Canadian waters within the following bounds: SECTOR ONE—Canadian waters from a line joining Carmanah light and Tatoosh Island light to a line joining Race Rocks light and Ediz Hook light, Port Angeles.

SECTOR TWO—From a line joining Race Rocks light and Ediz Hook light to a line joining Point Atkinson and Point Grey as the eastern extremity and including the Canadian waters of the Strait of Georgia, Gulf Islands and the inner passage from Cape Mudge to a line joining Cape Scott and Cape Caution.

SECTOR THREE — Vancouver

Harbour east of a line joining Point Atkinson and Point Grey.

Within each of these areas sufficient reporting points are established so that a clear picture of the traffic situation will be evident to those ships monitoring the broadcasts. To avoid clutter each sector is allocated a radio frequency for the purpose of this service. Except for the signal station on the First Narrows Bridge, which will operate as at present for ships in sector three, no shore stations are involved.

Full details of the service will be promulgated in Notices to Mariners including the reporting points, radio frequencies, specifications for radio telephone and antenna, message format, and other pertinent details.

The Ministry of Transport expects this service will prove beneficial to shipping and urges all ships in the category to participate.

Improvement will be made to the service as experience is gained and it is expected that monitoring of ship movements by a shore regulating centre will be the next step in further improving navigation on Canada's Pacific Coast. (Transport Canada News No. 49/72)

## 1972 season opens

Ottawa:—For the second consecutive year, ice conditions delayed the opening of the Seaway beyond the announced date of April 1st. Temperatures for the month of March were below those experienced in March 1971 and these, of course, were considerably below normal; and a comparison of weather and temperature data for the years 1971 and 1972 indicates that 1972 weather conditions were less favourable than those of 1971, in particular in the critical period from March onwards.

As a result, the season opened in the Montreal-Lake Ontario section on April 12th when the OLAU SYD, a Danish 463-foot tanker bound for Green Bay, locked through at St. Lambert shortly before noon.

The Welland Canal was opened to navigation on a round-the-clock basis on March 29th when the laker TADOUSSAC transited Lock 8



bound for Sandusky, Ohio. The ice-breaker GRIFFON was on hand to escort vessels in Lake Erie.

Traffic on the Seaway during 1972 appears to be promising. Recent sales of grain to the USSR and the Republic of China have led to a prediction by grain experts that exports of Canadian grain will total approximately 800 million bushels in both the 1971-72 and 1972-73 crop years. Based on this optimistic outlook, the heavy shipments of Canadian grain on the Seaway during the last navigation season are likely to continue in 1972.

With regard to iron ore, the fall-off in this commodity in both sections of the Seaway in 1971 reflected mainly lower steel production in the Great Lakes area. A soft demand for steel, record tonnages of steel imports in North America and blast furnace problems experienced by Ontario steel producers contributed to lower steel production. The outlook for 1972 production is generally optimistic with a new record predicted for the Canadian steel industry.

Prospects for an expansion in the Canadian steel industry and a low coal inventory point to an increase in coal shipments over last year when shipments dropped as a result of a U.S. coal mine strike and lower requirements by industrial users located on Lake Ontario.

Traffic in iron and steel is not expected to be as buoyant as last year because of a new voluntary quota agreement which limits U.S. steel imports to less than the 1971 record volume. Devaluation of the U.S. dollar, together with adjustments in other currencies, should also have a dampening effect on steel imports.

The outlook for the Canadian and U.S. economies as a whole is generally optimistic and an increase is, therefore, forecast for general cargo other than iron and steel. (The St. Lawrence Seaway Authority, Monthly Traffic Review)

### Minister Jamieson speaks

Toronto:—"Any artifact that can demonstrate improved marketability, speedier transit times, drastically diminished pilferage and damage to goods merits high priority

attention," Transport Minister Don Jamieson told representatives at the Containerization and Cargo Handling Exhibition held in Toronto last month.

"I think the container revolution is undoubtedly the leading topic of discussion today in the field of transportation," said Jamieson as he opened Transporama Canada '72 at Exhibition Park's Automotive Building.

The transport minister said the mere fact that representatives from around the world—Asia, Australia, Africa and Europe—were represented at the exhibition testified to the importance attributed to streamlining and expediting the flow of cargo through the interdependent international community.

"We in Canada can feel proud that our steadily-increasing use of containers has led to innovative design and multiplicity of function in this economic bonanza of the 70's," he said.

"We are responsible for the development of containers that specifically accommodate sensitive and fragile commodities like hides, glass, paper and the onion," he added.

Jamieson revealed that since 1968 container traffic has increased by 230 per cent on the St. Lawrence Seaway and noted that this traffic, as of 1971, represents only four per cent of the total general traffic on the Seaway.

"Because the concept of containerization has only recently been applied on a global scale," said Jamieson, "we in the Ministry of Transport are going to tread gingerly at the outset of any all-encompassing formulation of policy. But this does not mean that we will be reluctant to provide catalysts, guidelines or direction when required."

Port of Toronto officials attending the opening ceremonies were keenly interested in what the transport minister had to say about containerization because the port, with its new Container Distribution Centre, has moved boldly into that field.

Following his address, Jamieson visited the display booths of more than 40 exhibitors taking part in the exhibition.

Later in the evening, Toronto

Harbour Commissioners Murray Tate and Oakah Jones were on hand to welcome the transport minister to a reception given in his honor by the Commissioners. (Port of Toronto News, May, 1972)

### Largest container ship

Toronto, Ontario:—The 502-foot-long Manchester Concept, with a deadweight of 11,733 tons and capable of carrying 500 containers, docked in the Port of Toronto on May 30 to become the largest container ship ever to enter the Great Lakes.

Normally the big ship would have unloaded its cargo in Montreal, but because of the longshoremen's strike in Quebec, the vessel was routed to Toronto. However, the Toronto Harbour Commissioners noted that the ship came here because Toronto was designated on the ship's cargo manifest as an alternative discharge point.

The Concept, owned by Manchester Liners Limited of Britain, but she was then known as the has made prior trips to the port, Manchester Progress, a conventional cargo carrier. (Toronto Harbour Commissioners)

### 2 new positions

Baltimore, Md., June 12:—Two new positions have been created and filled by the Maryland Port Administration to enhance its ability to provide better customer service and facility planning in the years ahead.

The MPA, an agency of the Maryland Department of Transportation, has named Edward G. Ryznar to the new post of container coordinator and Louis W. Willett has been appointed project planner.

Mr. Ryznar's duties will center primarily on all aspects of marine container operations, including the steamship services available, and the marine terminal operations and inland distribution systems. He will work in the agency's Trade Development Department, providing the MPA with unique expertise in this growing specialized area of international trade.

Mr. Willett will work in the MPA Engineering Department under its director, Robert L. Nelson. Besides

assimilating duties currently handled by Henry T. Douglas, chief of planning, who will retire in July, Mr. Willett will also be involved in coordinating MPA activities which affect the resources and programming of the port of Baltimore with the appropriate local, regional, state and federal agencies and representatives. (News from Maryland Port Administration)

### New dredging at Dundalk

Baltimore, Md., June 18:—Final work on a \$23 million extension to container facilities at the Dundalk Marine Terminal is expected to begin next week, following receipt of a permit from the Army Corps of Engineers authorizing dredging to make the new area accessible to the container ships.

The announcement was made by the Maryland Port Administration following a year's delay required to work out procedures for the disposal of the dredged material that would gain the approval of the U.S. Environmental Protective Agency.

Maryland Senior Congressman Edward A. Garmatz spearheaded the effort at the federal level to gain the necessary approval. He was assisted by Congressmen Lawrence J. Hogan and Maryland Senators Charles McC. Mathias, Jr. and J. Glenn Beall, Jr.

Mr. Garmatz stated that he gave priority attention to the dredging problem in view of the importance of the new container facility to the waterfront workers of Baltimore and to the economic well-being of Maryland.

Assisting the port administration, an agency of the Maryland Department of Transportation, in devising a spoil disposal program that will have minimum impact on the environment of the bay was the Department of Natural Resources of the State

The \$3,338,420 dredging job will provide deepwater slips to serve two new ship berths already in place, a new access channel from the Terminal to the main shipping channel and, also, a turning basin adequate to accommodate the largest container ships in service.

Dredging will be carried out by

first removing the accumulated sediment in the area and disposing of it in the Pooles Island Deep, according to Joseph L. Stanton, Maryland Port Administrator. Then the work will be completed when the remaining virgin bottom material is excavated, conveyed to the Pooles Island area where it will be placed on top of the sediment, effective sealing it and preventing contamination of Bay waters. A total of 2,231,000 cubic yards of dredging will be required for the ship berths, the turning basin and the channel. The work will be carried out by Excavation-Construction, Inc., of Riverdale, Maryland.

The port administrator estimated that approximately 12 months would be required to complete the dredging project.

Other work included in the overall container program consisted of the construction of the pier, backup area, two large container buildings and the erection of four massive container cranes.

Upon completion, Dundalk will offer what is believed to be the finest integrated container facilities on the Atlantic Coast. Five oversized ship berths will be available, supported by seven specialized container cranes and four supplemental gantry cranes. Three large buildings for the packing and unpacking of containers will be available, along with more than 100 acres of paved area for the storage and handling of the 20- and 40-foot shipping boxes.

By early autumn a total of 12 container lines are expected to be providing service to key trading centers in the United Kingdom, north Europe, the Mediterranean and Far East areas.

Completion of the container program is viewed as a critical factor in Baltimore's effort to maintain its competitive position among major ports of the country, the port administrator said. (News from Maryland Port Administration)

### Welland Canal bypass

Buffalo, N.Y.:—Next year will bring a big physical boost to ships traveling the Great Lakes and St. Lawrence Seaway. It is the new

8.3-mile bypass channel scheduled to open as part of the Welland Canal between Lake Ontario and Lake Erie. The present narrow and winding channel which runs through the city of Welland will be replaced by a straight, wide, unobstructed passage that will be eight-tenths of a mile shorter. Two tunnels will run beneath it, one accommodating three highway lanes and the other, taking two highway lanes and three rail lines. There will be no vertical-lift or swing bridges to hamper vessel traffic.

Bottom width of the present channel is 192 feet and its depth is 27 feet. The new bypass will have a bottom width of 350 feet and a depth of 30 feet. Already completed is a four tube siphon culvert which carries the Welland River underneath the bypass.

The Welland Canal bypass project was designed to meet the requirements of a Seaway equipped with bigger locks and able to handle more traffic in comfortable fashion. If it becomes necessary in the future to build a new and larger canal, the bypass can be integrated into that vast undertaking. (Port of Buffalo Progress Bulletin, April/May 1972)

### Fastest reefer service

Long Beach, Calif.:—With the maiden arrival of the 13,800 ton "MS Snow Flower" at Port of Long Beach this week, the first of a new fleet of eight Snow-class refrigerated vessels launched the world's fastest reefer express service by loading a record 300,000 cases of fresh Sunkist oranges, lemons and grapefruit for delivery to Europe in just 16 days.

Christened last year in France by Mrs. Robert Autenrieth, wife of Sunkist vice president of fresh fruit marketing, the Snow Flower cruises at 23 knots and is loading a record 300,000 cases destined for Rotterdam, London, LeHavre and Hamburg. The vessel is operated by Salen Reefer Services and Salen-Interocean is the general agent here. Captain of the Snow Flower is Master Mariner Stig Lindell.

Boasting 610,000 cubic feet of refrigerated space, the latest additions to Salen's reefer fleet are the first

such ships to be designed entirely for fully palletized and unitized perishable commodities.

Autenrieth noted at welcoming ceremonies that Sunkist Growers, with 8000 members in California and Arizona, is the leading U.S. citrus exporter. What began with a five million carton program less than two years ago has mushroomed to an expected 15 million cases in 1972, divided between Europe, the United Kingdom and Far East.

Heading Salen officials who came to Long Beach from Sweden to greet the *Snow Flower* was Claes-Henrik Zethelius, president of Salen Reefer Services. Besides Autenrieth, other officials participating included Roy Utke, Sunkist president, and Long Beach Harbor Commission president Llewellyn Bixby, Jr. (Port of Long Beach News)

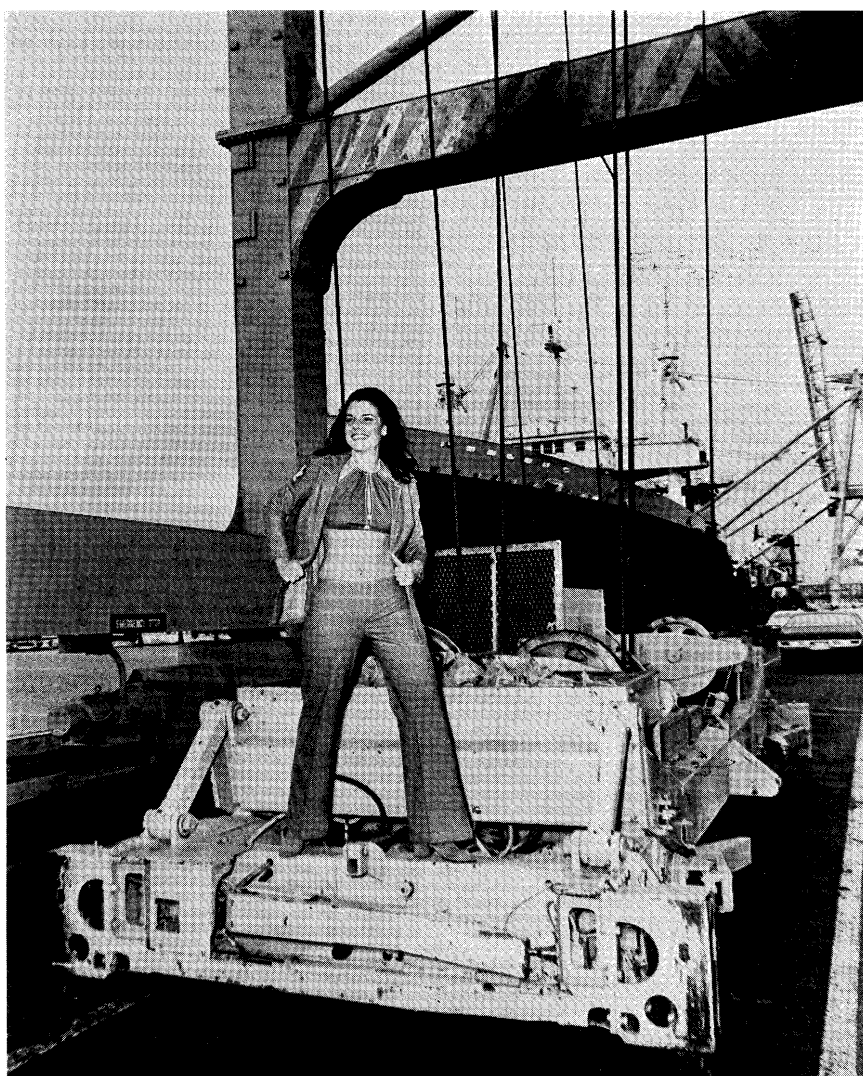
### New container terminal

Long Beach, Calif.:—International Transportation Service, Inc. officially opened its new \$10-million container terminal at Berth 234 and 235 in Port of Long Beach this week, with Mamoru Adachi, president of "K" Line, on hand to represent ITS board chairman Motozo Hattori at dedication ceremonies.

The 51.5 acre facility at 1281 Pier J Avenue is expandable to 80 acres and offers 1176 feet of wharf inside the Southeast Basin. A three-story administrative and operations building also houses a container yard gate with six lanes and three truck scales. Yard capacity is 1165 40-foot container and chassis, plus 200 empty chassis and 144 reefer receptacles.

Believed to be the most modern such facility on the Pacific Coast, ITS freight station has 114 truck and trailer ramps and two railroad tracks. Pneumatic tubes provide document transmission between the gate, offices and freight station. Both the CFS and CY gate are monitored by remote control television cameras for additional security.

Two PACECO mach-type gantry cranes feature high operating speed and automatic sway-stop systems. They are rated at 30 long tons for containers, 40 long tons for cargo



Los Angeles, May 3:—Miss Carol Vogen views the activity at the Ports of Los Angeles and Long Beach in preparation for her duties as Miss World Trade, official hostess of the 46th Annual observance of World Trade Week in the Southern California area, May 21 to May 27. The brunette beauty is a Long Beach State College secretary. World Trade Week is sponsored by the Los Angeles Area Chamber of Commerce. (Los Angeles Area Chamber of Commerce)

beam operation. Spreaders are 20 and 40 feet, and are adjustable anywhere between the two lengths.

The project was engineered by the Long Beach Harbor Department. Wharf work was by Guy F. Atkinson Company and construction by Millie and Severson, Inc. The design concept was spearheaded by Kenichi Abe, ITS president, who this month is returning to Tokyo where he has been promoted to Director for "K" Line.

Abe is being replaced here by Captain Shinta Asami, newly named president of ITS, a wholly-owned subsidiary of "K" Line.

Other tenants of the facility in-

clude Zim Container Service and Phoenix Container Liners, Ltd.

### Oil terminal study

Los Angeles, Calif.:—The Los Angeles Board of Harbor Commissioners authorized the negotiation of a contract today (June 14) between the Harbor Department and Frederic R. Harris, Inc., for a study of future oil terminal facilities at the Port.

The firm was selected from nine consulting companies which submitted proposals for a 120-day study of facilities needed in anticipation of oil movement from the Alaskan North Slope to the port.

The need for expanded oil facilities is also based on the increasing size and draft of tankers. The port's present terminals can handle ships of up to 120,000 deadweight tons, but vessels of 255,000 tons requiring greater water depths are expected in the near future at the harbor.

The analysis, to be made for a lump sum fee of up to \$64,000, will involve an evaluation of offshore buoys versus in-harbor breasting docks. It will take into consideration the revenue value, construction costs, and efficiency factors of each of the two methods of oil transfer from ship to shore.

Included in the analysis will be a market survey and oil tonnage forecast, a survey of existing facilities, and a study of the best locations for additional oil pipelines and terminals. Also to be studied is the strategic scheduling of construction and completion dates to keep abreast of increased petroleum traffic at the port.

According to terms of the proposed agreement, the Harbor Department may terminate the study during or upon completion of any of its phases.

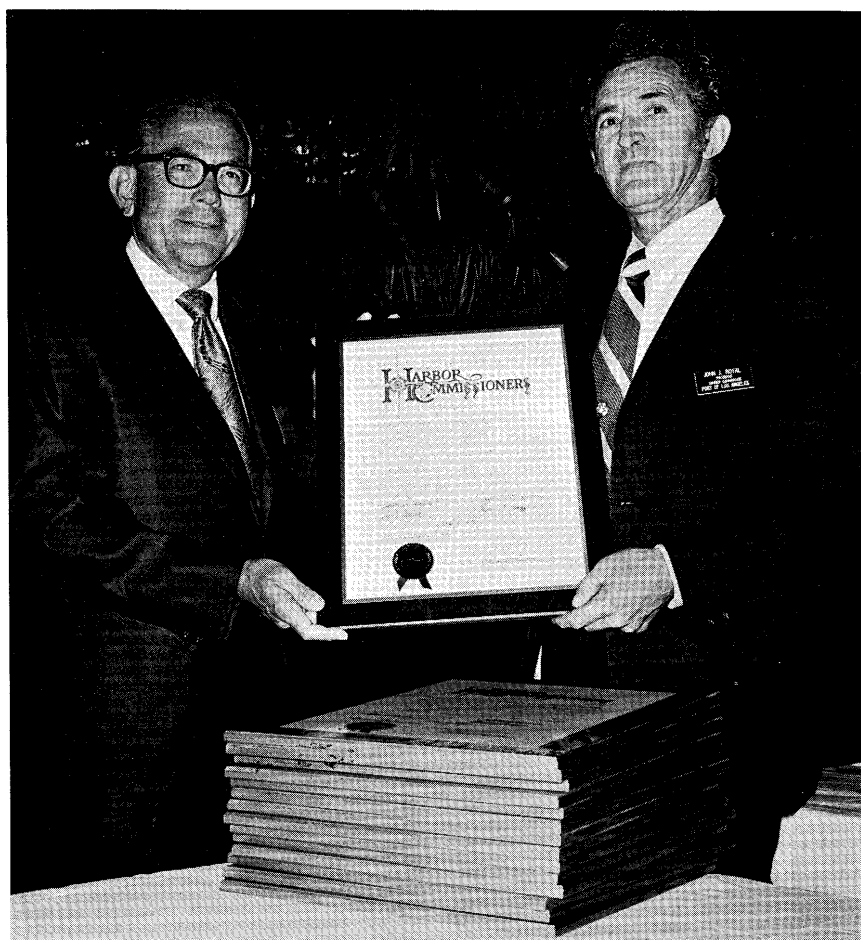
The results of the investigation will be used by the Harbor Department's general manager for recommendations and guidelines to the Board of Harbor Commissioners as to the type and cost of oil facilities needed. (Port of Los Angeles)

## Planning consultants

Los Angeles, Calif., June 14:—The Los Angeles Board of Harbor Commissioners today (June 14) authorized the Harbor Department's general manager to negotiate a contract with the firm of Albert C. Martin and Associates for a general planning study of the west bank of the port's main channel.

The firm was selected after a review of proposals submitted by ten consulting companies outlining their experience, fees, and general ideas for improvement of the waterfront area from the Vincent Thomas bridge to as far south as Berth 46.

Harbor Commission President John J. Royal said the studies are needed to insure compatibility of facilities from the standpoints of



Los Angeles, Calif.:—John J. Royal, right, President of the Los Angeles Board of Harbor Commissioners, shows Royce Donkle, coordinator for industrial water improvement in the Dominguez Channel, the first of fifteen plaques presented to firms who are contributing to the upgrading of the waters of the Port of Los Angeles.

economic feasibility and environmental improvement at the harbor.

The four month study, to be made for a lump sum fee not to exceed \$45,250.00, will integrate and coordinate various schemes for improved land use with the proposed developments of the Community Redevelopment Agency and the Ports Of Call area.

The analysis of various engineering, traffic, parking, and economic concepts will cover the following specific items in the consultant's scope of work:

1. Evaluation of alternate uses for presently vacant land at Berth 94 between the Catalina Terminal and Consolidated Marine Terminals.

2. Modifications to the Consolidated Marine Terminal including possible relocation of ramps to second level.

3. Analysis of a "Channel Park"

concept proposed by the CRA.

4. Land use study of Ports Of Call area with emphasis on parking, traffic circulation, the S. P. Slip at Berth 73, and the possible revamping of the 16th Street viaduct.

5. Removal of old Warehouse No. 1 located at Main Channel entrance at southern terminus of Signal Street. (Port of Los Angeles)

## Many companies honored

Los Angeles, Calif., June 15:—The Los Angeles Board of Harbor Commissioners gave special commendations to 15 industrial plants for their "major contributions to Los Angeles Harbor's successful anti-water pollution campaign" at a luncheon honoring the companies on Wednesday, June 14.

Commission President John J. Royal, lauding the group of industrialists for their efforts, pointed out that the Harbor Department has

waged an ongoing fight against water pollution with programs of refuse collection and waste disposal regulations for the past 25 years.

But the cooperative work and expenditures by the industries receiving the awards was highly instrumental in bringing harbor waters up to and past the required standards for oxygen content and environmental acceptability, he said.

Industries along the Dominguez Channel, Royal pointed out, have invested \$54 million to correct or improve effluents flowing into the harbor, and are still spending.

In further cooperation, he added, the Port will spend about six million dollars on a sewerage collection system by 1973.

Special recognition was given to Royce Donkle of Shell Chemical Company for his work as Effluent Quality Control Coordinator for the Dominguez Channel area.

Particular thanks were conveyed on a plaque to Dick Harris of the State Regional Water Quality Control Board for that agency's diligent work and guidance toward the improvement of Harbor waters.

Persons receiving the plaques and signed Harbor Board resolutions on behalf of their firms were:

Mr. S. H. Thomason, HARVEY ALUMINUM COMPANY, (Name now changed to MARTIN MARIETTA ALUMINUM COMPANY); Mr. John Downing, IMPORT DEALER SERVICES CORPORATION; Mr. S. Uralli, JOHNS MANVILLE COMPANY; Mr. C. J. Riddle, McDONNELL DOUGLAS CORPORATION; Mr. Ronald Hamlet, PEPSI-COLA BOTTLING COMPANY; Mr. E. M. Greve, PHILLIPS PETROLEUM COMPANY (DISTRIBUTORS); Mr. Carl Ré, SHELL CHEMICAL COMPANY, WILMINGTON; Mr. E. S. Martin, SHELL CHEMICAL COMPANY, TORRANCE; Mr. F. A. Bella, STAUFFER CHEMICAL COMPANY; Mr. Corinth, asst. gen. mgr., WITFIELD CHEMICAL CORPORATION; Mr. E. W. Baylor, Mgr. of Operations, ATLANTIC RICHFIELD (WATSON REFINERY); Mr. H. M. Karr, SHELL OIL COMPANY;

Mr. George A. Collins, Jr., TEXACO INC.; Mr. Don Hanley, Gen. Mgr., UNION OIL REFINERY; Mr. Dick Harris, STATE REGIONAL WATER QUALITY CONTROL BOARD. (Port of Los Angeles)

## 1972-73 budget approved

Los Angeles, Calif.:—A \$31,235,615 budget for operation and further development of the Port of Los Angeles during fiscal 1972-73, beginning July 1, was approved today (Wednesday, June 21) by the Los Angeles Board of Harbor Commissioners.

The budget will be financed by Harbor Department revenues and reimbursements from the 1971 construction bond fund.

Estimated gross receipts from operation of the municipally-owned port are \$20,585,000, according to John J. Royal, president of the Harbor Commission.

Receipts are expected to come from the following major sources:

Shipping services, \$10,794,000; land, building and wharf rentals, \$5,810,000; oil royalties, warehouses, terminal railways and concessions, \$771,000; and non-revenue reimbursements (sale of materials and services, deposits and miscellaneous non-operating revenue, etc.), \$3,210,000.

The funds remaining in the harbor revenue fund from the current year are \$2,289,468. This amount, added to the estimated receipts and the reimbursements of \$8,361,147 from the 1971 construction bond fund gives the total budget figure, Royal said.

Principal expenditures listed in the new budget are capital improvements, including construction bond fund projects, \$12,262,989; salaries, including City health and medical plan, \$8,229,906; bond redemption and interest, \$3,615,734; materials, supplies, services and equipment, \$5,016,986; retirement contribution, \$610,000; and the unappropriated balance, \$1,500,000. (Port of Los Angeles)

## New Sea-Land terminal

New York, June 1:—Construction of the new 232-acre Sea-Land

container terminal is moving ahead rapidly to meet the demand for additional containerized cargo facilities at the Elizabeth-Port Authority Marine Terminal.

Essential paving and utility work and the installation of a power distribution system in the Sea-Land area will begin immediately and be completed by the end of the year under three contracts awarded today by the Port Authority, according to an announcement by Chairman James C. Kellogg, III.

The first contract covers paving and installation of utilities for some 11 acres of open area adjacent to a Sea-Land container inspection and storage building. The work also includes widening a portion of Mc-Lester Street between Bay Avenue and Rangoon Street by an additional 50 feet to ease traffic flow into the new terminal. The contract was awarded to Robert Bossert & Co., Inc. of Newark, New Jersey, at their low bid price of \$1,158,853.

A second contract calls for paving and installation of water supply, sanitary and storm drainage systems for some 21 acres of open area in the entry complex of the new Sea-Land terminal. Concrete median barriers, curbs, bumpers and beam-type guard rails also will be built under the contract awarded to C. H. Winans Company of Roselle, New Jersey at their low bid price of \$794,895.

Another contract provides for a lighting and power distribution system for the building and open area in the Sea-Land entry complex. It was awarded to Nutmeg Cable Co., Inc. of Westbury, Connecticut at their low bid price of \$305,278.

Sea-Land, pioneer containership company, was the first tenant at the Elizabeth seaport when it opened ten years ago. From its existing 132-acre terminal at Elizabeth, Sea-Land now offers ten scheduled sailings a week and serves trade routes around the world with a fleet of 61 container-ships.

The new 232-acre container facility will accommodate all the needs of Sea-Land's SL-7 super-container-ships scheduled to enter service this summer. These 33-knot vessels, 942 feet long and 105 feet wide, will be able to carry up to 27,000 tons of containerized cargo. The new facil-



ity will provide 4,519 feet of berthing space, 40-foot-depth berths, a turning basin and wider access channels to the berths.

Already the world's largest and most modern containership facility, the Elizabeth marine terminal is handling a steadily increasing volume of goods shipped in containers to worldwide markets. Upon completion in 1973, the \$205 million Elizabeth seaport will have over three miles of containership berthing area supported by over 1,000 acres of container marshalling and distribution space. When fully operational, the facility is expected to handle some 12 million tons of containerized cargo a year. (News from The Port of New York Authority)

### Elizabeth Terminal

New York, June 8: — A storm drainage system, electrical transformers, sanitary sewers and some 38 acres of paving are among the improvements to be provided at the thriving Elizabeth-Port Authority Marine Terminal and Port Newark under five contracts awarded today by the Port Authority's Commissioners.

The contract awards were announced by Chairman James C. Kellogg, III, following the monthly Board meeting of the bi-state agency.

A storm drainage system will be constructed in a portion of the new 232-acre container facility to be operated by Sea-Land Service, Inc. at the southeast section of the Elizabeth terminal by C. Salvatore & Sons, Inc. of Montclair, New Jersey, at their low bid price of \$1,207,704. The contract also calls for the prior relocation of approximately 132,000 cubic yards of sand fill from the area between McLester Street and the south Elizabeth Channel to a new surcharge area south of Bay Avenue. Work will begin immediately and be completed by the end of the year.

Electrical transformers, switchgear and associated relays for a substation at the new Sea-Land container facility will be furnished by Westinghouse Electric Corp. of New York City, the low bidder, at a cost of \$104,370.

Some 23 acres of land for the consolidation of containerized cargo

at the new Sea-Land facility will be paved by Bellezza Company, Inc. of South Kearny, New Jersey, who also will construct bumpers, curbs and fencing in the area. Water sanitary and storm drainage systems also will be installed under the \$884,017 low bid contract. The job will begin immediately and be completed early next year.

In addition, a 15-acre area south of Tripoli Street and west of Izmir Street at the Elizabeth terminal will be paved with ten inches of crushed stone by C. H. Winans Company of Roselle, New Jersey. The work, to be done under the \$253,574 low bid contract, includes construction of a drainage ditch, grading and compaction of the stone and enclosure of the area. This job will begin immediately and be completed by the end of the summer.

At Port Newark, a new sanitary sewer system will be constructed in the area south of the Port Newark Channel by Bellezza Company, Inc. of South Kearny, New Jersey. This work includes the rehabilitation of the existing sewer system in the southern section of Port Newark and its subsequent tie-in to the new system. The job will begin immediately under the \$744,610 low bid contract and be completed in December. (News from The Port of New York Authority)

### M/S Hellenic Sun

Philadelphia, Pa.:—The modern new cargo liner, the M/S Hellenic Sun, will call at the Port of Philadelphia on its maiden voyage on Friday, Apr. 7, City Representative and Director of Commerce Harry R. Belinger announced today.

The vessel, which is owned by Hellenic Lines Ltd., Piraeus-Greece, will be loading general cargo from Pier 98, Delaware River foot of Oregon ave., bound for south and east Africa and the Red Sea ports.

While this service for shippers is not new from the Port of Philadelphia, it is the first time that a vessel which has the latest innovations for efficient cargo handling will be catering to this trade.

The M/S Hellenic Sun was delivered to her owners on Feb. 25, 1972. It has a speed of 20 knots, 14,800 tons, and its over-all length

is 522'6". The vessel, classed under the highest American Bureau of Shipping Class, is fully automated.

The total bale capacity of the vessel is over 730,000 cu. ft., in which both deep tanks of 50,000 cu. ft. for carriage of all kinds of edible oils, and 52,000 cu. ft. of reefer capacity are included.

The ship spent most of the day on Thursday, Apr. 6, at Mobil Oil, Paulsboro, N. J., where packaged oil was loaded abroad.

J. A. McCarthy, Lafayette bldg., Philadelphia, is the local agent for the Hellenic Lines, Ltd. (City of Philadelphia News Release)

### Caribbean service

Philadelphia, April 28: — New direct cargo service from the Port of Philadelphia to the Caribbean island areas of Jamaica, the Dominican Republic and Haiti will begin on Monday, May 1, when the M/V Endeavour calls at the Tioga Marine Terminal.

Director of Commerce Harry Belinger said this will be the only direct roll-on/roll-off service from Philadelphia to these islands. The new vessel is considered one of the fastest, largest ro/ros ship in this trade and will call at Tioga Marine Terminal every second week as part of regular services of Caribbean Trailer Express, Ltd. It is also equipped to handle containerized cargo, and has a capacity to store 93, 40-ft. trailers.

Rice, Unruh Co., at Independence Mall West, have been appointed general agents in Philadelphia by Caribbean Trailer Express, Ltd.

The president of Rice, Unruh Co., Lawrence Giglio, said that continued industrial growth in the Caribbean islands has shown a need for this new service from the Port of Philadelphia. He also pointed out that the newest and most advanced cargo handling facilities at Tioga Marine Terminal were a considerable factor in the steamship line's decision to include the Port of Philadelphia in its Atlantic coastal route. (City of Philadelphia News Release)

### Lantz International Corp.

Philadelphia, Pa., May 23:—Lantz International Corporation has selected Philadelphia as its port of entry

and center of distribution for the major electrical appliances it imports in volume for marketing by retailers in Eastern United States.

The importing firm also announced that it has named John H. Faunce, Inc., of Philadelphia as forwarding agent for all Lantz refrigerators and freezers imported through the joint facilities of its parent company, W.T.C. Air Freight, and Francesco Rebolino, the forwarding agent in Italy.

Stanley Kaplan, executive vice president of Faunce, will handle the Lantz account. He will work in close association with W.T.C.'s international operating group of companies—the largest custom brokers in America, with offices in all importing centers.

Carl E. Lantz, president of Lantz International, said that the decision to concentrate upon Philadelphia was the result of presentations made by the Delaware River Port Authority which demonstrated the efficacy of the move. He asserted that Edward H. Bacon, DRPA's representative in Milan, has been particularly helpful in consummating the arrangements.

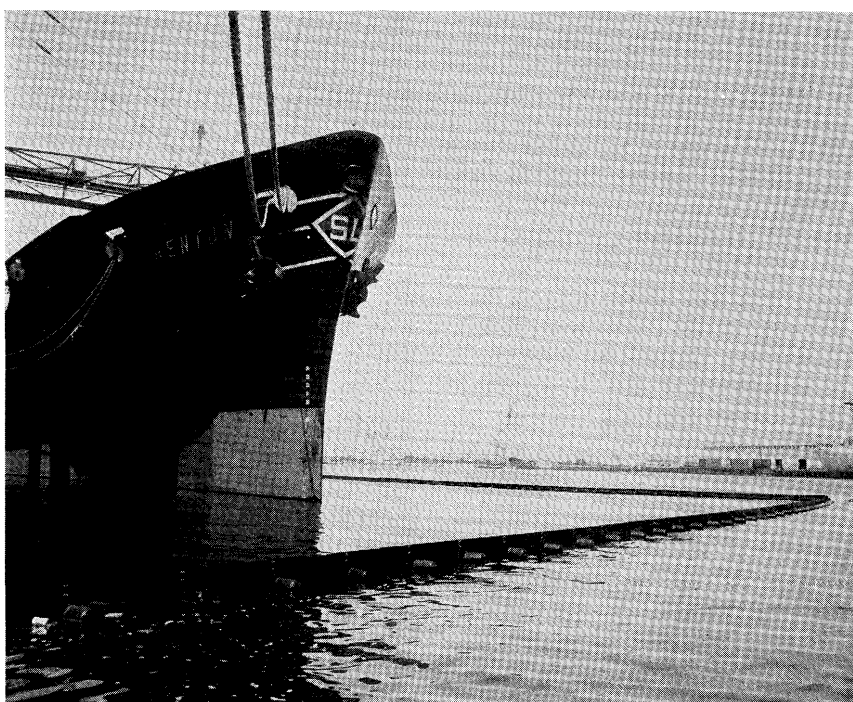
James R. Kelly, director of DRPA's World Trade Division, hailed the Lantz decision as a typical example of what can be accomplished when representatives of various interests work together for the common good.

Kelly noted that Lantz importations are in the general cargo category, the type of import which has a greater impact upon Delaware Valley economy than bulk shipments. He estimated that the value per ton is \$25.

Attention was also called by Kelly to the fact that Ameriport's role in general cargo handling has been on the upswing and that imports last year ran 16.6 per cent ahead of those in 1970.

This improvement was reflected in the new alltime high in Ameriport international commerce in 1971, a total of 54,680,537 tons, making it the world's third-busiest port.

Lantz is presently the fifth-largest importer through the Ports of Philadelphia and Mr. Lantz estimates that the 10,000 tons which have al-



Sea-Land's oil fence at Oakland Outer Harbor.

ready moved through the port will quadruple by 1975.

Lantz International has its headquarters at Valley Forge Industrial Park, offices and warehouses in Los Angeles and warehouse locations in Miami, Houston, Milwaukee and Maples, Italy. It is considering the use of Ameriport international distribution facilities for warehousing in Philadelphia.

The company, formerly a division of Allis-Chalmers Corp., currently imports washers, refrigerators, freezers and electronic items from Hong Kong, Taiwan, Japan, Italy and Spain.

Those arriving at Philadelphia will be sold under the Lantz name in merchandising outlets from Maine to South Carolina and westward to Pittsburgh. (Delaware River Port Authority News Release)

### Public relations' intern

San Diego, Calif., June 13:—A new public relations' intern from the Journalism Department of California State University of San Diego started work today for the Port of San Diego. Philip Melrose, a former Army Captain, Vietnam veteran, and a native of California became the second intern to be accepted for the assignment which

represents both summer employment and simultaneous academic credit.

Melrose will fill the appointment at least through the summer, receiving a class grade and three academic credit hours. The first intern period ends in mid September, and another commences the following week.

During his association with the Port Melrose will assist staff members in writing publications such as the Port of San Diego Annual Report and several weekly and bi-weekly advisories. He will also develop magazine and other story features providing information about facilities and activities of the Port. (Port of San Diego News Release)

### Sea-Land's oil fence

Oakland, Calif. (Sea-Land Service, Inc.):—Sea-Land Service is pleased to announce the installation at its Oakland Outer Harbor facility of the Aqua Fence oil containment boom. It is the first of its kind on the West Coast, and we are certain the first ever installed by a containership operator. The system is designed to afford complete containment of oil in the event of an accidental spill from a Sea-Land ship or fueling barge alongside. We are cognizant of the re-

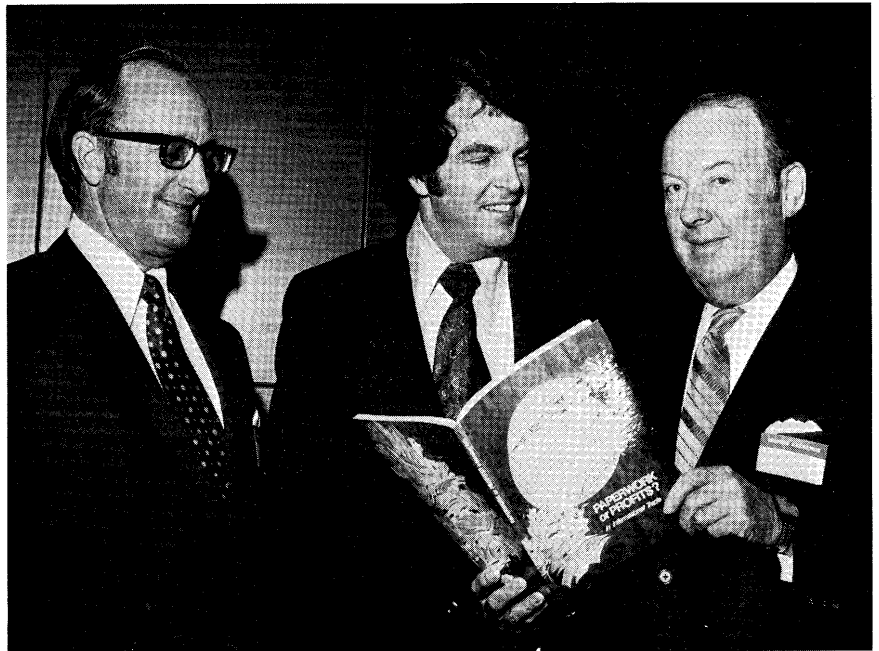
sponsibility the Steamship Industry has in helping to produce a better environment, and we feel that the voluntary effort we have made in helping to combat oil pollution in the Oakland Harbor and Estuary will in some small way help to restore the ecological balance in this area. We hope that the efforts we are making to combat pollution will serve to indicate to the general public that the Steamship Industry is not standing still in this important aspect of environment control.

We have learned, that in our location, the utmost importance must be placed in immediate containment of any oil spilled. In 60 minutes, oil spilled at our dock could be carried as far as the Seventh Street terminal and, under certain conditions of wind and tide, out into the estuary. Needless to say, private property and wild life of the area would suffer.

The Sea-Land Aqua Fence oil containment system consists of 3100 feet of Aqua Fence oil barrier manufactured and installed by Pacific Pollution Control of San Francisco. The 1300 feet of barrier floats permanently in the water under the pier and is secured by mooring rings to the pilings. The remaining 1800 feet of outer or surrounding Aqua Fence is available to surround one or two 700 foot containerships.

The Aqua Fence itself is made of 24" wide belt of re-enforced nylon which comes in 100 foot lengths which are connected by quick locking devices. The 1800 feet of outer or surrounding barrier is stored on four reels under the pier and, when deployed, is held in a vertical position in the water by means of unsinkable nylon and fibreglass floats which clamp on either side of the belt every four feet with a quick locking device. These floats hold the 24" high barrier to a freeboard height of 11½" and a skirt depth of 12½".

The outer or surrounding Aqua Fence is deployed from its reels beneath the pier at a rate of 100 feet every three minutes. As it is deployed a small boat pulls it into position around the ship, each end being secured to the permanent



**RED TAPE CUTTERS CONFER**—San Francisco, Calif., May 16, 1972:—Three of the half-dozen top U.S. facilitation experts recently met in San Francisco to commemorate the 14th anniversary of publication of "Merchant Shipping on a Sea of Red Tape"—a report which shook American world trade and maritime leaders to life in a campaign to reduce and simplify excessive paperwork. Harold Harriman (left), chief of the U.S. Department of Transportation's documentation and procedures division, headed a one-day panel chaired by J. J. Greene (center), Marine Exchange facilitation chairman and vice president, General Steamship Corp., Ltd. Arthur E. Baylis, national director, National Committee on International Trade Documentation (New York) (right), took part, as did Rauer H. Meyer, director of the U.S. Office of Export Control; N. Thomas Harris, director of the Federal Maritime Commission's bureau on compliance, and Clifton Jordan, deputy chief of the U.S. Bureau of Census' foreign trade division. More than fifty Golden Gate port, forwarding steamship and trading leaders took part in the "operation up-date" and heard reports on commodity coding progress, plans for trans-Pacific data transmission testing via satellite relay, and accelerating adoption of the U.S. Standard Master for International Trade as a common format for most paperwork. (Marine Exchange, San Francisco)

Aqua Fence installation running underneath the pier. Danforth anchors are used to hold the Aqua Fence clear of the ship and/or fueling barge. The entire boom is painted International Orange and will be equipped with night strobe lights. Sea-Land intends to deploy its oil containment boom around all of its ships berthing at Oakland during the entire period of their call. (San Francisco Marine Exchange)

### Tampa, active, growing

Tampa, Florida:—The Ford Motor Company will begin importing Japanese made pickup trucks through the Port of Tampa begin-

ning in the latter part of July, Guy N. Verger, port director, announced. This new activity is part of the expanding business in the Port which last year placed Tampa eighth in the nation in tonnage.

At the same time Verger reported the port experienced the largest month in its history in March when a total of 3,463,674 tons of cargo were handled, a 22.5 per cent increase over March of 1971. During the first three months of 1972 a total of 9,812,210 tons of cargo were handled, an increase of 14.3 per cent over the first quarter of 1971.

Work has begun on site preparation for a new multi-million dollar

terminal by CF Industries, Inc., on ground in the Holland Terminal area on the East Bay Channel and Turning Basin leased from the Tampa Port Authority. Terms of the lease are for 10 years with options to renew. The terminal will be located on a 21-acre tract.

The Port Authority has also leased 19 acres of land to Computer Automated Transportation Company, Inc. of Florida (CAT) in the Kreher Terminal area on Sparkman Channel. CAT has been awarded a contract by the Ford Motor Company as port contractor to receive the pickup trucks at the port and make them ready for distribution to dealers.

The truck, named the Courier, will arrive from Japan in two sections. The bed of the truck will be bolted to the body by the port contractor before distribution. CAT will also wash the cars and repair any damages received during shipment.

Sherman Smith, vice president of CAT, who will be general manager of the Tampa operation, told the Port Authority 3,000 vehicles will be received at the port the first month. Smith also reported that his company has prospects for being the port contractor for other foreign-manufactured motor vehicles which will be imported through Tampa. He said the volume will possibly run to 100,000 vehicles annually within a year and a half.

CAT has also taken an option on 30 additional acres of Port Authority land adjacent to the first 19 acres. Site preparation is now in progress. Access roads will be paved as well as parking areas. A fence will be erected around the area as well as a 20,000 square foot building. The Port Authority has authorized an expenditure of \$150,000 as its part in the preparation, including the paving, fence and building. CAT is erecting an elaborate car wash which recycles water and presents no pollution problems.

CAT of Florida is a subsidiary of CAT of Louisiana and is headed by L. B. Wilkes. The company operates as port contractors in Arabi, Louisiana as in Halifax, Nova Scotia.

Port of Tampa to the islands of the Caribbean and to northern South America.

Ships of Viking Car Carriers of Oslo, Norway, has a long term contract with Ford to transport the Couriers to the United States.

CF Industries, the Port Authority's other new tenant, is a major manufacturer and distributor of basic chemical fertilizers and it is owned by 18 regional farm supply cooperatives in the United States and Canada.

Contract for construction of the new facility has been awarded to P. J. Pedone Company of Lakeland, Florida, and actual construction is scheduled to begin about July 14, with completion scheduled by early 1973. The terminal will be supplied with diammonium phosphate from CF Industries' Bartow phosphate complex and granular triple superphosphate from the company's Plant City plant. At least 500,000 tons of product are expected to be handled annually. Product will be moved from the plants to the terminal by truck and then taken by barge for distribution in the Mississippi Valley and by vessel through the St. Lawrence Seaway to Canadian ports. (News from the Tampa Port Authority)

### AAPMA Conference

According to the letter of April 24, 1972 received by Mr. Toru Akiyama, IAPH Secretary General, from Mr. V. G. Swanson, IAPH Executive Committee member (Chairman, Melbourne Harbor Trust Commissioners), the Association of Australian Port and Marine Authorities, of which he is president, will be holding its 23rd biennial Conference at Adelaide, South Australia, from 16th-20th October, 1972, inclusive. Mr. Swanson extends a warm welcome for Mr. Toru Akiyama to attend the Conference.

### American Memorial Day

Sydney, 29th May:—American Servicemen who visited Sydney during the Second World War will be remembered in a ceremony at a Memorial situated in Somerville Road, Glebe Island, at 12 noon

Smith said that vehicles will eventually be transshipped from the on Wednesday, 31st May, 1972. This was announced today by the Maritime Services Board.

The Ceremony is held each year on a week day near the 30th May, American Memorial Day, which is regarded as being a day of remembrance in America for ex-service personnel.

The Memorial commemorates the first landing of American Armed Forces at the Port of Sydney on 28th March, 1942, and the fact that 1,000,000 U.S. personnel and 5,000,000 tons of U.S. war materials were transported through the Port of Sydney and were handled by the N.S.W. Government Railways during the Second World War.

Glebe Island was the principal site of U.S. Army Operations in the Port of Sydney which was a major base for Allied operations in the South West Pacific Area.

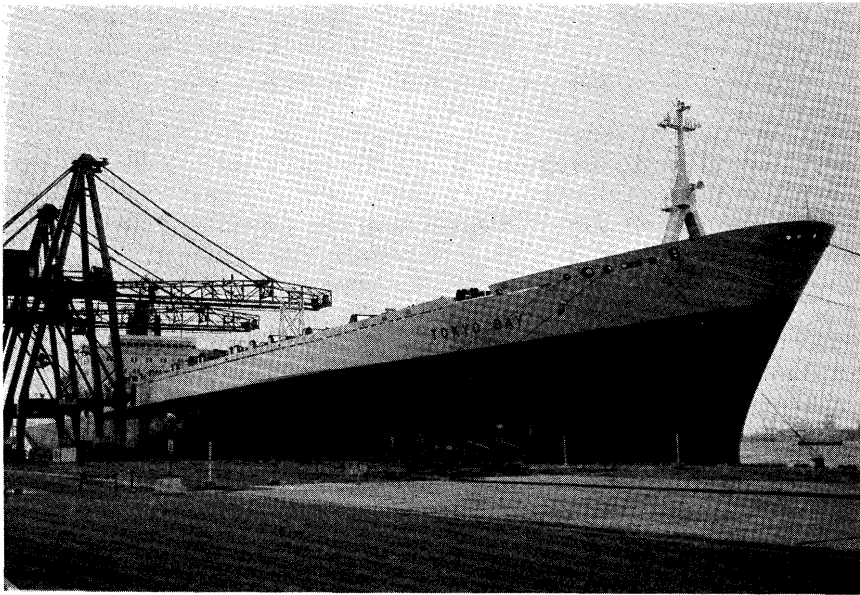
The Ceremony is usually attended by a number of prominent American citizens resident in Sydney and it is also open to members of the public. (The Maritime Board of N.S.W.)

### "Tokyo Bay" in Kobe

Kobe:—On May 12 Kobe Port welcomed the first call of "TOKYO BAY," 58,889 GT., the largest full-container vessel in the world with her loading capacity of 2,200 20 ft-containers (or equivalent), at the 3rd Container-Berth of Port-Island. Also we had her as the first foreign ship debuted in the Europe-Japan container service.

Built in Hamburg around March of this year and owned by the Overseas Containers Limited (OCL), U.K., a member company of the so-called Trio-Group (U.K., West Germany and Japan), she, reportedly, is now the world's modernest, finest and most powerful container-ship as well as the largest.

After picking up 973 containers at this Port, she left for Hamburg, Bremerhaven and Rotterdam in turn, and will come back to Southampton on June 10. Though scheduled to visit two Japanese ports, Kobe and Tokyo, she did not call



at Tokyo Port this time because it was in a longshore strike.

OCL is heard to be planning to send to Kobe the second ship of the same type, named "Liverpool Bay" in June, and to place further three same type vessels on the Euro-Japan Route in the near future.

Then, it is reported that about 30 full-container ships in total will be running in this Route in a few years. (News Release from Port & Harbor Bureau, Kobe City Government).

### Ferry terminal corporation

Kobe:—To prepare for the expected large increase in ferry traffic in the coming age, a new organization, named "Kobe City Ferry-Terminal Development Public Corporation (a foundation)," was established by this Bureau to construct new ferry terminals in Kobe Port, and commenced business on March 1, 1972, opening its Main Office in 6th floor of the Kobe C.I.T. (Commerce, Industry and Trade)—Center Bldg., Fukiai-Ku, Kobe 651.

Before the fiscal year 1971 (April 1971 to March 1972), ferry terminal development had been implemented on the so-called "Public Undertakings Basis (Principle)," which meant that the construction investment was financed directly by the own project funds of City's Port and Harbor Account and, at the same time, subsidized by the

grants-in-aid from National Government's Treasury. This Principle also meant that the facilities constructed in such a way must be used in the "Public Use Principle" and, in other words, should not be leased to or used by specific customer or customers exclusively.

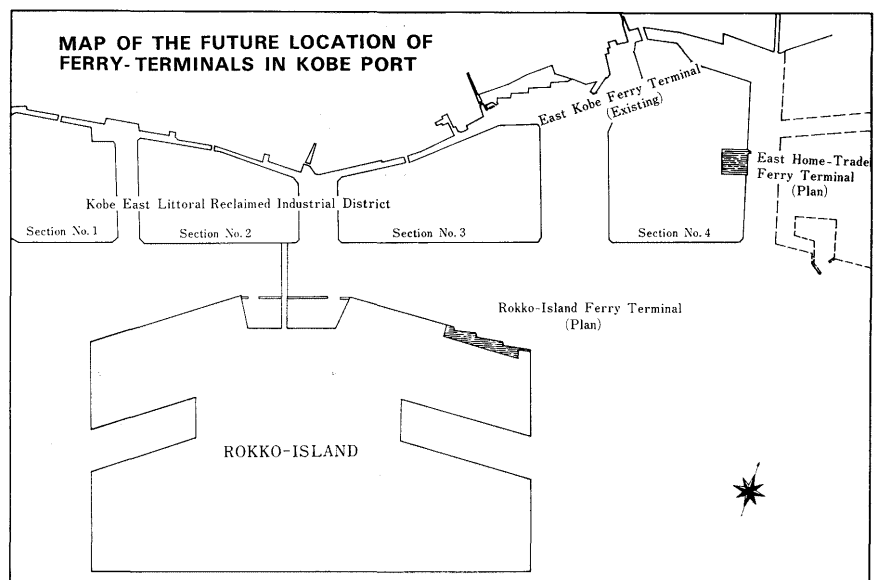
In this sense, ferry berths had been developed by the own hand of this Bureau till that fiscal year, though the operation business of those terminals, with four public berths in total, named East Kobe Ferry Terminal, have been entrusted with to the Kobe Ferry Center, Inc., a private company jointly invested by several coastal shipping companies, the Bank of Kobe and

this Bureau only for operating the terminals.

Recently Ministry of Finance of the Central Government has become very reluctant to disburse the subsidy for the purpose of ferry facility development, while increasing demands have been coming to City's Port and Harbor Bureau from ferry boat operators for lease or exclusive use of the berths, in spite of the fact that port development project by the Bureau is confined within the said "Public Undertakings" by some incomprehensible existing law. Under this regulations, even if this Bureau intended to issue any project bonds to procure construction funds for leasing ferry berths, their issuance would probably not be approved by the Finance Ministry for the reason that City Government is a public organization which should serve only the "strictly public" businesses.

And it is, too, the fact that City's Port and Harbor Bureau has its own independent management account separated from that of City's general account.

Such circumstances connected to the device of the "Public Corporation Basis (Principle)." Public Corporation is to lie in the midway between the governmental organization and the private enterprise. It borrows funds from governments with a small rate or free of interest, and will construct facilities to be





leased to specific users for their exclusive operation.

This Basis has been adopted since the fiscal year 1971 by several ports of Japan for ferry terminal development, which are Tokyo, Nagoya, Osaka-South and Sakai-Sempoku ——— five ports in total including Kobe as of the end of March 1972 ——— where Ferry-Terminal Development Public Corporations have been established respectively. Further, Hiroshima, Kohchi, Fukuoka-Kanda Ports are also expected to set up Corporations within the fiscal year 1972.

The invested capital of the Kobe City Ferry-Terminal Development Public Corporation is composed of:

Interest-free-loan from National Government . . . .20%

Interest-free-loan from Kobe City Government (Port Management A/c) . . . .20%

Loan from the funds that were procured by the City through issuance of Project Bonds for this specific purpose (with the loan interest rate of 6.5% per annum) . . . . .30%

Loan obtained by the Corporation for itself from banks or in other funds markets (with the interest rate of 7.5% to 8.0% per annum) . . . . .30%

KCFTDPCo is now prepared to initiate its project to construct one ferry berth within the fiscal 1972 in the east side of Section No. 4 of the Kobe East Littoral Reclaimed Industrial District. That will be followed by the development from 1973 of three berths in the north-east side of the Rokko-Island, the construction work of which is being started this year. Total construction costs for the above four berths are estimated at about ¥4,400 million.

Thus Kobe Port will have further four ferry berths in addition to the existing four at the East Kobe Ferry Terminal, resulting in the facilities of eight berths in total by 1975. It is expected by this Bureau as the overall port administration body that those berths will be classified, arranged and specialized according

to the modes of users, e.g. for long-cruise, medium-and-short-cruise, container feeder service, etc., to make the operation of terminals as efficient as possible.

Especially, it is planned that the newly-built terminals will be met the future-incoming very-long-cruise large ferries including container-feeder ferries and ocean-going ferries of 20,000–30,000 G.T. level which will appear in the near future between Kobe and Hongkong, Taiwan, Shanghai and other Ports of Far-East and South-East Asian countries. (News Release from Port & Harbor Bureau, Kobe City Gov't)

## Annual Report 1970

Kuching:—Port operations and port development feature dominantly in the year under review. In port operations, the total volume of dry cargo handled at Tanah Puteh Wharf came near to the all-time 1966 peak of 378,110 tons, falling short by a mere 5,109 tons. The number of ships calling fell, thus indicating that ships on average carry more cargo. But the decline in the number of vessels calling was accompanied by a rise in shipping tonnage to indicate that large vessels calling here are on the increase. Productivity also rose to an annual average of 19.5 B/L tons per gang hour. This efficient cargo handling rate ameliorated the congestion occurring in the storage areas and at the wharf; and thus emphasised the need for still further improvements in productivity and for additional facilities.

Port development progressed steadily. In 1969, the Authority received a loan of US\$5 million for its Kuching Port Expansion Project. In the year under review, the investigation and design works were completed, and the final contract and engineering documents were submitted to and approved by the Bank. The Authority received the title to 21 acres of land at Pending Point for the Project, which were accordingly cleared and reclaimed. The Project is expected to be completed by late 1973.

A significant item on the financial side was the revised tariff on gen-

eral cargo which became effective on February 1st, 1970. This was necessitated by the heavy debt commitment resulting from the implementation of the Kuching Port Expansion Project, estimated to cost \$22.8 million. Significant also was the higher net surplus of \$2.3 million earned during the year. (Kuching Port Authority, A Brief Review)

## Log trade to cease

New Plymouth:—The Intercontinental Shipping and Trading Company Ltd., of Wellington, is to cease exporting logs through Port Taranaki this month.

Announcing this last month the shipping company's general manager, Mr. K. L. Baker, said the decision was due to the continued deterioration of the Japanese log trade.

He added that the export through New Plymouth had been a relatively costly one, mainly because the port was not geared to the handling of the logging trade.

Among reasons for discontinuing the trade, he quoted a slower-than-normal turnaround of ships because of low loading rates; more expensive marshalling and stevedoring charges caused by a combination of physical local circumstances.

"The new Blyde Wharf would have been ideal," he said, "but Moturoa Wharf, which is what we have been using, is not really suitable."

Mr. Baker said that in the last 2½ years his firm had shipped more than 20 million Japanese haaken dahl feet of radiata pine through the port. This had earned New Zealand about \$1 million in overseas funds. The logs had gone in 12 shipments and the timber had come from Taranaki and the King Country.

The 13th and last shipment which will amount to about 1½ million haaken dahl feet, was loaded on the Kyotaku Maru.

"The decision was not made lightly," said Mr. Baker, "but under the circumstances no alternative was possible. Should the market improve every consideration would be given to the practicability of

increasing trade, but this might not be easy." (Taranaki Harbours Board Port News, April, 1972)

### Nearly 7 million tons

Whangarei:—Whangarei Harbour topped the 6-million ton mark for cargo for the fourth successive year with a record total of 6,751,938 tons during the 12 months ended September 30, 1971.

The total was an increase on the previous trading year of 556,138 tons.

Whangarei remains the only New Zealand harbour to have handled more than 6-million tons in a single year.

The combined total of cargo for all ports administered by the Northland Harbour Board, including sand, was 6,942,725 tons. That figure does not include intra-harbour cargo handled in Whangarei and Houhora—a further 155,178 tons.

Auckland handled 4,756,338 tons (including 227,759 tons at Onehunga) and Wellington handled 3,421,449 tons during 1971.

Although oil and associated products made up the substantial proportion of the Whangarei total, there were significant contributions from cement (252,519 tons), butter (24,715) other milk products (18,769), manure, limes, etc. (190,618) and timber (53,933).

Whangarei retained its place as one of New Zealand's major butter export ports.

Trade figures for other Northland ports during the same period were: Houhora, 2,644 tons; Awanui, 10,920; Mangonui, 5,958; Manga-whai, 57,190; Opuia, 35,592; Whangaroa, 1,352; Parengarenga, 77,131. (Points North, May, 1972)

## Close Watch Maintained On Oil Spillage Threat

The Northland Harbour Board

Reprinted from "Points North", May, 1972

Whangarei: — The Northland Harbour Board and its predecessor, the Whangarei Harbour Board, had always been sensitive to the possibility of major oil spills occurring in the waters under their jurisdiction, says Captain P. N. McKellar, Harbour Superintendent, in a paper on marine oil pollution.

The paper was presented at the annual conference in New Plymouth of the Harbours Association of New Zealand by the Northland delegation.

The paper said that the Whangarei Harbour Board, and latterly the Northland Harbour Board, had imbued its staff with the same sense of responsibility.

"The result of this," said Captain McKellar, "had been a persistent search for better, simpler, more improved systems of coping with oil spillages."

The Northland Harbour Board's policy on oil spillage is three-pronged and incorporates prevention, control and restoration.

Its prevention programme, said Captain McKellar, incorporates strict control of oil transfer procedures at the Marsden Point oil refinery's jetties, and a twice daily oil search patrol by a Board tug at dawn and dusk.

The control measures employed by the Board include a 1,000 ft. oil-spill boom which is stowed near the refinery jetties.

"This boom has been used successfully to surround part of a tanker which was leaking at a faulty rivet. The boom held almost all the oil—which was then easily treated with a hand-spraying wand," he said.

The conference was told that each of the Board's tugs was fitted with booms which spray a specially-formulated oil dispersant on to any

slicks. Towed behind the tugs is a piece of equipment known as "a five bar gate" which agitates the treated oil slick and hastens its dispersal.

Under its policy of restoration the Board insists on continuous supervision of the Marsden Point jetty heads. Any oil discharge is immediately reported to the Board.

"On receiving the notice," said Captain McKellar "the Board's duty tug at once proceeds to the affected area and begins spraying. If necessary—should the oil slick have moved into shallow water as a result of wind and tide, a shallow draught vessel would be brought into operation.

"If the movement of oil is so rapid, because of extreme wind conditions, that it reaches the beach before it can be effectively dealt with from the water then, in the first instance, such oil as can be collected by means of a front-end loader is scraped up and deposited where it can be buried and the remaining traces dealt with by hand sprays."

In the summary of his paper, Captain McKellar said there was growing belief that there is a need for regional as well as international pollution control.

"Pollution problems will not be solved even by a world-wide wave of enthusiasm. That enthusiasm must be translated into action on a world-wide basis."

### Container Port Opening

(See front cover.)

Singapore, 13th June: — The Minister for Communications, Mr. Yong Nyuk Lin, will officially declare open the PSA Container Port at the East Lagoon on Friday, June 23, 1972.

The Opening coincides with the

arrival of the first purpose-built container ship, the m.s. 'Nihon'. This 901 ft. long container vessel will be officially ushered into the East Lagoon at about 8.00 a.m. on the morning of the 23rd by the Port of Singapore Authority's tug boats with their traditional water sprays. The PSA pipe band will also be present to pipe alongside this first arrival.

During the past weeks PSA staff have been kept busy making final preparations to handle its first container vessel at this multi-million dollar Container Port.

About 1,000 guests will be invited for the ceremony. They will include officials from major ports all over the world, as well as officials of our port users, members of the diplomatic corps and other guests.

The highlight of the ceremony, from 5.00 p.m. to 7.00 p.m., will be when the Minister pushes a button to start ship-shore container operations. There will also be an exhibition of PSA haulage and operational equipment together with a container operators' exhibition with exhibits displayed inside actual containers.

Members of the general public will be welcome to visit the Container Port from 2.30 p.m. to 6.00 p.m. on Saturday, June 24, 1972. This will enable them to watch ship-shore container operations and the exhibition. Those arriving by car will enter by Gate 2, Tanjong Pagar while others will use Gate 1. No entry passes are required during this period. (The Port of Singapore Authority)

### Svea Line at Tilbury

London, 5th June (News from PLA):—Svea Line (SYD) AB have decided to transfer their London service from Victoria Deep Water Terminal to the PLA multi-user container terminals Nos. 40, 41/43 at Tilbury. The service will be weekly as before with sailings each Friday and m.v. BRAGE, with capacity for over 100 20 ft. units will be the first sailing from Tilbury on June 23rd.

Brown Jenkinson & Co., Ltd., the Line's UK agents, say the decision

follows recent developments in the Svea Line service from London including the growth of the Aarhus cargo since the recent introduction of this port to their schedule which also embraces Copenhagen and Helsingborg.

The company also say that a determining factor in the Line's decision was "the PLA's flexible approach to the problem of handling non-I.S.O. 'flats' which are synonymous to the Swedish export of forestry products. Added to this are the PLA's vast experience in container handling, 24-hour working every day of the week the year through, and the opportunity for night time discharge and loading."

They also see the move resulting in benefits to their customers through the freightliner service from main UK commercial centres to the PLA's within-dock Rail Container Terminal, and its trailer service to and from the container berths.

The Line has adequate tonnage available at short notice to cater for the expected growth in the service from Tilbury.

### Change of address

London, 5th June (News from PLA):—The Port of London Authority have ended a 50 year residence on Tower Hill by moving from their previous Head Office building in Trinity Square to accommodation in the World Trade Centre, London E.1 and to London Dock House, 1 Thomas More Street, E.1. The PLA building at Trinity Square has been sold. The new addresses become effective from June 5th.

The PLA have progressively devolved much of the executive functions previously carried out by departments in their former Head Office building at Trinity Square, E.C.3. to dock located directorates and centres. Now that the building has been sold the remaining streamlined headquarters organization has moved out and is re-located on one floor in the World Trade Centre, and in re-designed accommodation in London Dock nearby.

Concurrently PLA have installed a new Private Branch Telephone

Exchange in the Royal Docks to take over the traffic from their former Head Office PBX & PABX which link headquarters and all the dock centres.

The new addresses and telephone facilities, which are effective from June 5th, 1972, are given with the associated offices and departments.

**World Trade Centre, London, E.1.:** accommodating PLA Boardroom and Chairman's suite; the Director-General, Mr. John Lunch; Assistant Directors-General, Mr. Bowey and Mr. Noel Ordman; the Solicitor; the Secretary; the Financial Controller; the Director of Maplin; the Chief Engineer & Planner (PLA); the Port Promotion Department; the Business Information Manager; and the Manager, Central Services.

**London Dock House, 1 Thomas More Street, London, E1 9AZ.:**

accommodating the Prosecuting Solicitor; the Estate Manager; the Assets Manager; the Medical Officer; PLA Computer Services; the Pricing & Charges Manager; the Accounting Department, Cash Collection Office; the Engineering Projects Section; the River Superintendent; the Chief Engineer (River) & Principal Pollution Control Officer; and the Telecommunications Manager.

The new telephone exchange linking the headquarters organizations and the dock centres has been installed in the Royal Docks and will operate from June 5th on number 01-476 6900.

The new telex number will be 897477 with answer code POLA LDN.

The PLA announced the sale of their building in Trinity Square in November last and explained their programme of rationalization and devolution reducing the Head Office staff to about 120 with a policy making and monitoring function.

The Trinity Square premises were built for the PLA and occupied in 1922 and at one time accommodated some 800 people. It was designed and equipped as prestigious headquarters for a highly centralized administration of the

Port of London and included classically panelled Board Room and Committee Rooms.

The new accommodation in the World Trade Centre includes a new Board Room and is no less well appointed but is designed to serve a much smaller headquarters organization and has been tailored in the modern idiom to meet the requirements of a highly competitive, commercial minded port administration of the seventies.

## Southampton

London, 8 June (B.T.D.B.):—The 59,000-ton OCL container ship 'Tokyo Bay' arrived at Southampton this morning (Thursday, June 8) and became the first vessel to berth at the new Far East container terminal provided by the British Transport Docks Board for the use of the three-nation Trio Lines service.

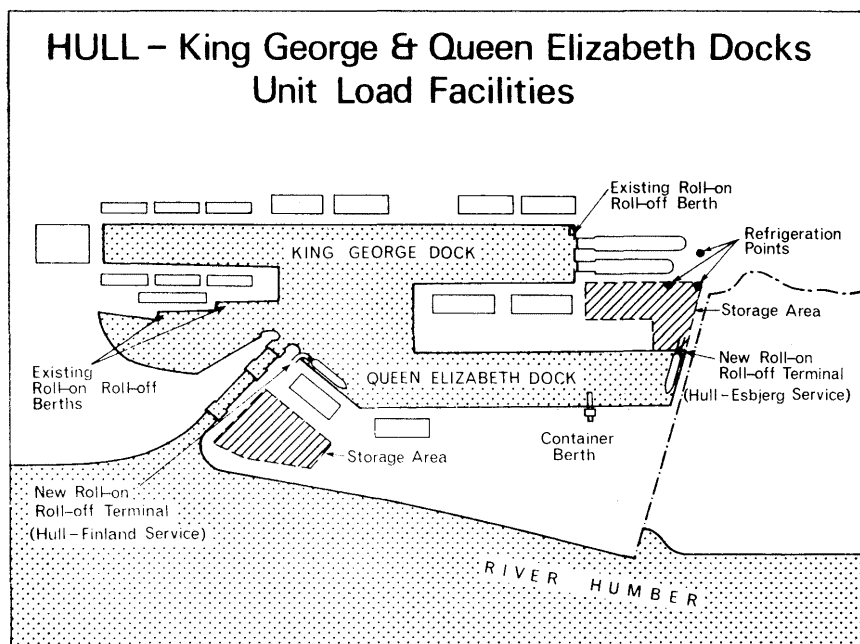
'Tokyo Bay', first of the largest class of container ships in the world, is due to sail from Southampton on her second voyage to Japan tomorrow night (Friday, June 9).

She is scheduled to discharge 296 and load 450 containers of various sizes at Southampton's third container berth, the newly-completed Berth 204.

It is estimated that this throughput is equivalent to about 1,000 twenty-foot units, which means that during the vessel's 39 hours in port dockers will have moved as much as 20,000 tons of cargo at the new berth.

The new Far East terminal has a 2,100 ft. deep-water quay (Berths 204/205) and 50 acres of container marshalling area. It is equipped with three 35-ton Paceco-Vickers 'Portainer' cranes, two of which are being used to work the 'Tokyo Bay', and is operated by Solent Container Services Ltd., who have provided a fleet of 18 straddle carriers. Labour is supplied by the Docks Board.

The new terminal is part of a £14½ million development by the Docks Board at Southampton's Western Docks Extension which is due to be completed by the end of this year. It has involved the reclamation of about 100 acres of land from the River Test and has pro-



vided 3,000 ft. of new container berths, a 900 ft. berth for cable ships, and a new dual carriageway access bridge across the main London/Bournemouth railway line. Associated with the scheme has been the development of a major maritime Freightliner Depot adjacent to the container berths.

## Heavy lifts at Lowestoft

London, 16 June (B.T.D.B.):—The availability of a 200-ton crane at the British Transport Docks Board port of Lowestoft has secured for the port the contract to handle consignments of machinery being exported to Sweden for construction of a nuclear power station.

The first in the series of heavy lifts started today, Friday, 16 June, when 160 tons of machinery and parts—the largest weighing 50 tons—was loaded on to the 'Ingrid K' berthed at South Quay.

The nuclear power equipment is being supplied by G.E.C. and consignments will arrive at the port at regular intervals over the next year. The machinery will be transported to Lowestoft on heavy road loaders from G.E.C. factories at Rugby, Trafford Park and Stafford, and will be carried to Sweden on the service operated by the 'K' Line.

## Services from Lowestoft

London, 19 June (B.T.D.B.):—A new service linking Lowestoft

with the Republic of Ireland and Holland commenced today, Monday, 19 June, when the m.v. 'Hoheburg' arrived at the port from Ireland and discharged two tower cranes and a quantity of general cargo.

The service, operated by S.W.S. Lines of Limerick, will sail from Limerick and call at Fenit and Cork before sailing to Lowestoft and then to Rotterdam. The service will run on a regular fortnightly basis from September, and until then will operate intermittently.

## Hull-Finland service

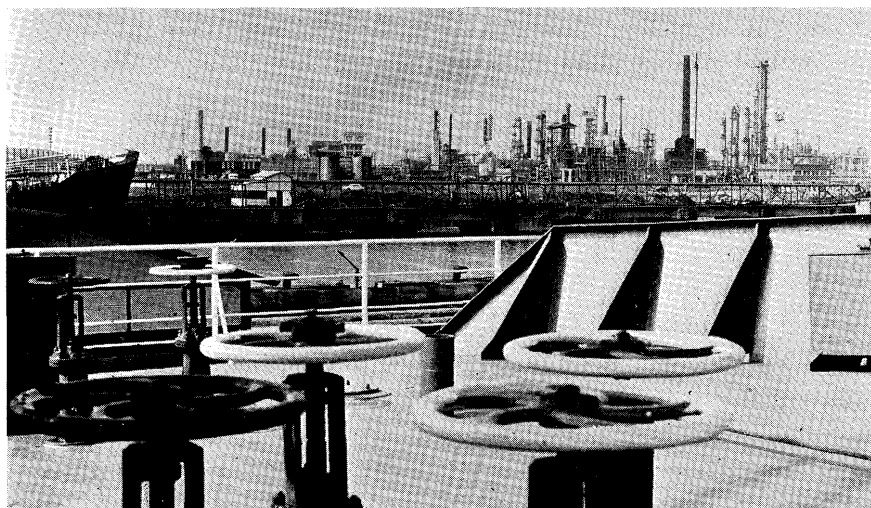
London, 20 June (B.T.D.B.):—The British Transport Docks Board have agreed to provide for the Finland Steamship Company Limited and the United Baltic Corporation Limited a new roll-on/roll-off terminal at Hull for a service to Finland commencing early in 1973.

The new terminal, to be provided at a cost of about £280,000, will be sited in the south-west corner of Queen Elizabeth Dock at Hull where extensive shore facilities already exist. It is the second new roll-on/roll-off berth announced for the port this year and brings the Docks Board's additional investment in unit load installations at the £6¾m. Queen Elizabeth Dock opened in August 1969, to over one million pounds.

A special feature of the berth is  
(Continued on Page 49)

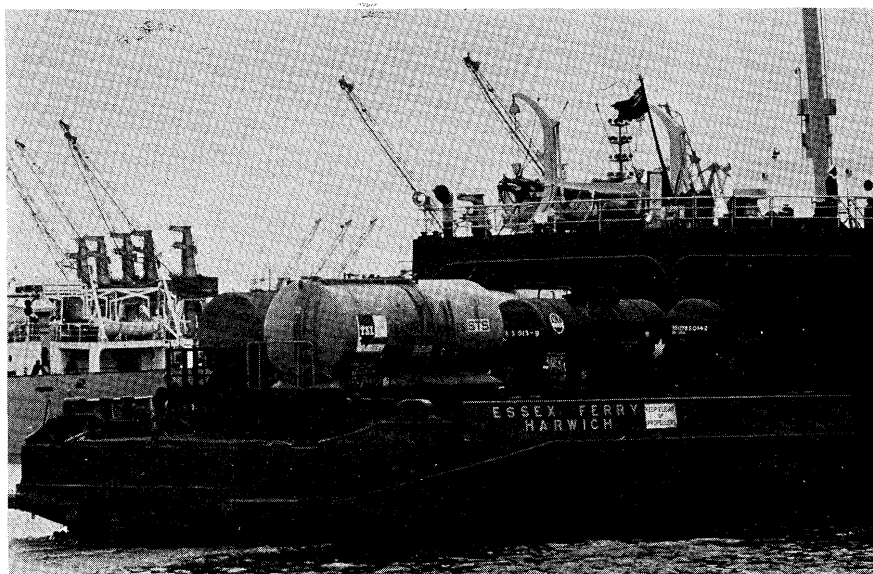
## More Pictures of Dunkirk, France

→  
The 4 gantry cranes for the handling of ores, operated at Usinor quay.



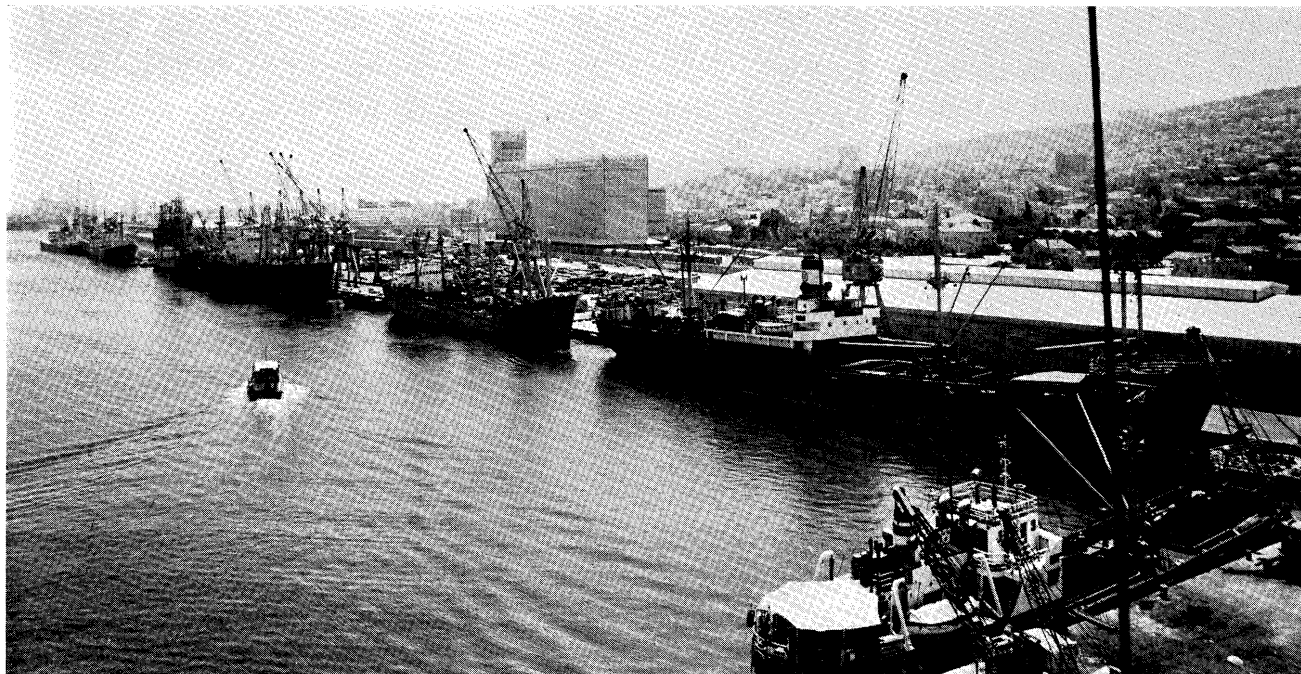
←  
The BP refinery, seen from the oil piers.

→  
A view of the cross-channel trade. Here, waggon carried by the "ESSEX FERRY".

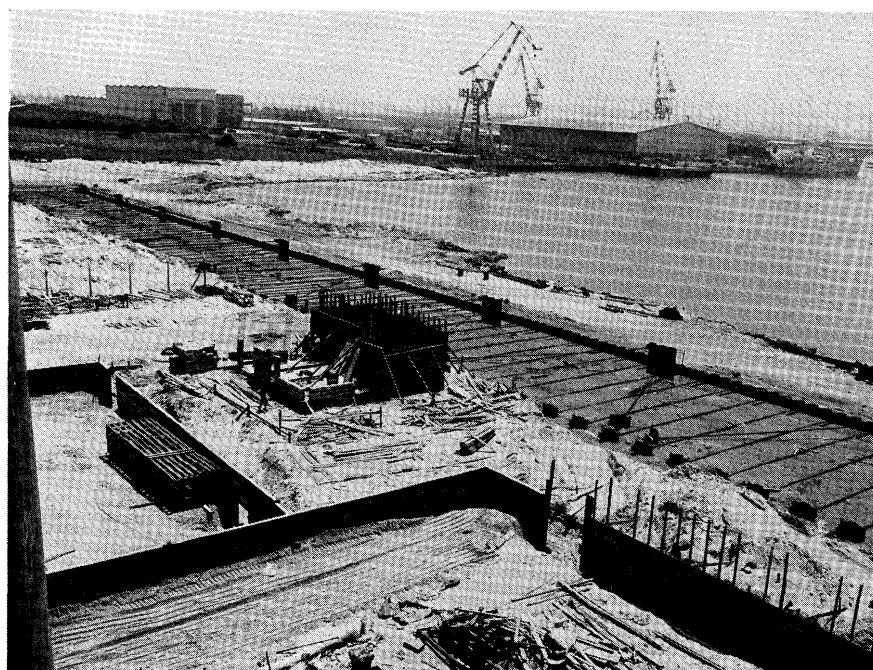




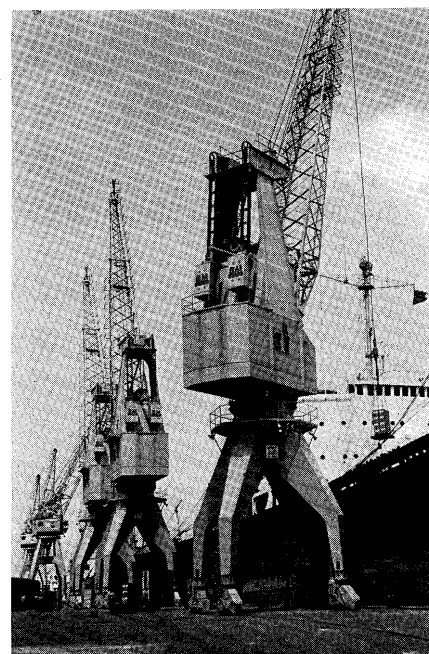
## *Growing, Thriving Port of Haifa, Israel*



General view of Haifa Port.



New Chemicals Terminal-Kishon Zone.



New 15-ton portal cranes in Kishon Wharf.

(Continued from Page 46)

the provision of a fixed shore ramp, 60 m (197 ft.) long and 18 m (59 ft.) wide capable of taking four lanes of traffic. Low 'Mafi' trailers and Tugmasters will be used to move all traffic between the ship and a 27,870 sq. m. (6.8 acres) marshalling area adjacent to the berth. Two transit sheds are already available for cargo consolidation and for customs examination.

The two companies at present run a twice-weekly joint service to Kotka, Helsinki, Turku and West Finland from Alexandra Dock, Hull, using conventional ships. They are currently building two roll-on/roll-off vessels each capable of carrying about three hundred 20 ft containers, and will convert to a roll-on/roll-off operation when the ships come into commission in 1973.

In 1971 traffic passing between Hull and Finland by conventional vessels amounted to about 160,000 tons, but with the flexibility of the roll-on/roll-off system this tonnage is expected to increase rapidly.

Commenting on the new development, Mr. J. A. Lacey, Port Director, Humber, said, "I am delighted that the United Baltic Corporation Limited and the Finland Steamship Company Limited have chosen Hull as the U.K. northern base for their roll-on/roll-off operation to Finland. Hull is increasingly becoming a centre for shipowners operating unit load services across the North Sea. Since 1969 roll-on/roll-off traffic passing through Hull has increased steadily and over one and a quarter million tons of unitised traffic is now handled by the port each year".

### Record Ore Cargo

London, 23 June (B.T.D.B.):—The largest ore carrier ever to visit Britain is due to arrive at the British Transport Docks Board's Port Talbot Harbour today, Friday, 23rd June.

The vessel is the 118,000 tons d.w. "Stirling Bridge" which is on her maiden voyage from Australia with approximately 107,000 tons of iron ore for the Port Talbot Works of the British Steel Corporation. This is the largest single tonnage of ore ever to be dealt with at Port Talbot.

## British Transport Docks Board Annual Report 1971

London, 21 June:—An operating surplus of £7.6 million was achieved by the British Transport Docks Board in 1971, meeting the financial target for the year.

The Docks Board's annual report to the Secretary of State for the Environment, published today (Wednesday, 21st June), reveals that the 1971 surplus, after historic cost depreciation but before interest, represented a return of 5.6 per cent on average net assets of £135 million and was £3.2 million higher than the figure for 1970.

After interest of almost £6 million and transfer of an additional £1.2 million to reserve to cover replacement cost depreciation, a further transfer of £0.4 million has been made to general reserve. This compares with a withdrawal from this reserve of £1.7 million in 1970.

The report records that the Board's most successful ports in 1971 were Southampton, Newport, and Port Talbot. Southampton's performance improved from a deficit of £0.9 million in 1970 to a surplus £0.5 million and Newport produced the highest profit of all the Board's ports, having made a remarkable recovery following the closure of the docks for four months in 1970 for the reconstruction of the lock entrance.

Heavy losses were incurred by the Board at Hull and Garston. Hull's deficit worsened from £0.8 million to nearly £1 million, an important factor in this being the loss of revenue caused by a series of one-day strikes by dock workers. At Garston the previous year's deficit was doubled owing to the loss of trade in the last three months of the year resulting from a 'go-slow' and ban on overtime imposed by dock workers in support of a pay claim.

### Trade

The trade of the Board's ports totalled 79.4 million tons, 6.7 million tons less than the record established in 1970. This decrease was caused

by substantial falls in the tonnages of several important bulk commodities: oil traffic fell by 4 million tons; coal shipments by 4.7 million tons; and iron and other ores by 1.3 million tons.

Traffic in other categories showed an overall 8 per cent rise to 17.7 million tons. Most of this increase was attributable to exports of manufactured goods which rose by about 1 million tons, reflecting in part the continued growth of specialized unit load traffic to a new record level of 3.5 million tons.

### Port Development

Capital expenditure on port developments during 1971 amounted to £11.2 million, bringing the total investment by the Board since it was set up in 1963 to almost £95 million.

Of the 1971 figure, £7.6 million was spent at Southampton on the construction of a further addition to the Western Docks container terminal to provide three more container berths and a special berth for cable ships.

The report states that by the middle of 1972 Southampton is expected to have 4,000 ft. of quay for the accommodation of container-carrying vessels, with six container cranes and 90 acres of container storage area.

At Hull a new container crane and associated handling equipment were brought into operation at the Queen Elizabeth Dock container terminal.

Among the new projects authorized by the Board during the year were two roll-on/roll-off terminals for Hull, which will bring to 15 the total number of such terminals provided by the Board at its ports.

### Personnel

The number of people employed by the Board and its subsidiaries at the end of the year totalled 10,874 compared with 11,075 at the end of 1970. Within this total, the number of registered dockers rose marginally from 3,023 to 3,097.

# *Maiden Voyage of "Liverpool Bay" To Bremerhaven*

Speech by Mister K. Reynolds on the occasion of "Liverpool Bay"—call at Bremerhaven 18th May 1972

Meine Herren Präsidenten,  
Verehrte Frau Bürgermeister,  
Meine Herren Senatoren,  
Herr Oberbürgermeister,  
Meine Damen und Herren,

On behalf of the Trio group of lines—Hapag-Lloyd AG., Nippon Yusen Kaisha, Mitsui OSK-Lines, Ben Line Containers Ltd., and Overseas Containers Limited—is gives me much pleasure to welcome so many of our friends and supporters in Bremerhaven today on the occasion of the maiden voyage of "Liverpool Bay"—the second of twelve ships being built in Germany for the european based lines of Trio.

The Weser River is rich in the history of maritime initiative and endeavour. Now in this age of container shipping you have constructed a fine Container Terminal at the mouth of this famous river at Bremerhaven. This in itself is significant in that it emphasizes one of the dramatic changes that a major container operation brings in its wake namely the removal of the physical handling of traffic to new port locations.

The container also has a great power of inland penetration so that all users of a container service need to look quite closely at the economics of their transport and distribution activities if they are to realize the full potential of the new system. The benefits do not necessarily flow automatically and a long cold look at existing patterns of traffic movement is often involved. Very little remains as it was before.

In all this the role of the terminal operators is vital he provides the link where inland activities meet the ship. The terminal operators and the local authorities have invested heavily in this new terminal at Bremerhaven and your foresight and faith in the future is reflected by the investment

of the container operators themselves. In the case of Trio a unique international group of five lines with an eventual fleet of 17 ships—the investment in ships and containers alone is approximately pounds 250 million. Our interest therefore and yours in making a success of this massive venture is mutual.

We hope for an efficient terminal operation and good co-operation with the Bremer Lagerhaus-Gesellschaft so that together we can provide the standard and quality of service that the users require and are entitled to expect. Our experience in OCL in the australian service in this respect has been excellent and I feel sure that Trio will not be disappointed—indeed the experience so far with "Elbe Maru" and now "Liverpool Bay" makes this a foregone conclusion.

And so meine Herren Präsidenten, meine Herren Senatoren, Herr Oberbürgermeister and Herr Direktor Beier with your facilities and our service committed in a spirit of close and mutual co-operation we look forward to the full support of the importers the exporters and the forwarding agents of Bremen so many of whom are represented here today.

As a start the support for "Elbe Maru" and "Liverpool Bay" has been encouraging but ships of the size of "Liverpool Bay" are hungry beasts and can absorb up to 90.000 tons of cargo on a two-way round voyage to the far east—and each vessel will eventually complete six round voyages each year. The capacity for your traffic will be available, Gentlemen, and I therefore commend the Trio service to your serious attention.

Bremerhaven, 18th May 1972

Bremen, 18th May:—Today the "Liverpool Bay" arrives at the

Bremerhaven Container Terminal and becomes the second vessel to call in its planned 17-ship fleet of new generation containerships to be provided by the Trio group for service in the Europe/Far East trade. She is the sixth ship to enter this trade since its inauguration five months ago and marks yet another stage in the development of a sophisticated speedy and regular through transport container service on this important route.

The Trio service will operate with ports of call in Europe at Hamburg, Bremerhaven, Rotterdam and Southampton with sailings to Tokyo and Kobe in Japan and later this year Singapore and Hongkong. A service speed of 26 knots—will provide exporters and importers at each end of the route with an unparalleled service of through-transportation.

The "Liverpool Bay" is one of the largest container ships in service with a length of 289.55 metres and a gross tonnage of 59.068. She is one of five vessels to be provided by Overseas Containers Limited, one of the lines forming the Trio group. The other members being Ben Line Containers U.K., Hapag-Lloyd AG Germany, Nippon Yusen Kaisha and Mitsui OSK Japan. (Via Bremen Bremerhaven)

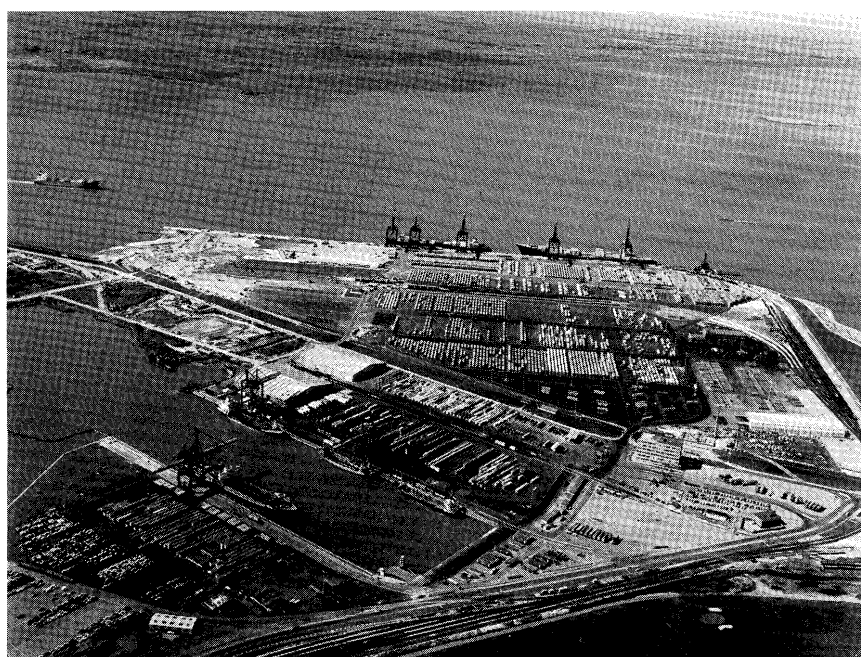
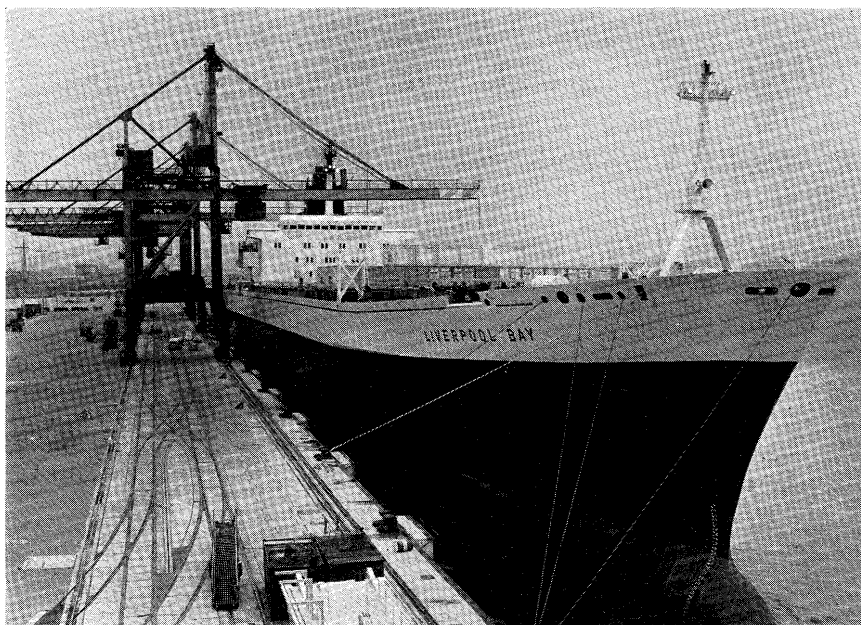
## **Mr. Paul Bastard**

Le Havre:—As is usual in France, the General Manager is an engineer trained at the Ecole Polytechnique. He is 51 and came to us five years ago from Brittany, where he had spent the whole of his previous career.

Popular with his colleagues and well-known on many international bodies as an expert in his field, Mr. Bastard is a married man with 3 children. He is a keen sportsman, often to be seen sailing, shooting and fishing. (Port of Le Havre Flashes, April 1972)

## **The Port of Barcelona**

Barcelona:—This port is without doubt the most important and complete in Spain, as much so in the volume of its traffic, as in the diversity of its installations. Dedicated basically to Imports, approximately 7% of all Spanish land/sea traffic



**Bremerhaven Container Terminal**

passes through it.

During the year 1971, the total turnover of the port reached 9,335,380 tons, of which 3,147,143 million, that is to say 34.71%, was General cargo, 2,154,247 tons (22.08%) was solid granel and 4,033,990 tons (43.21%) was liquid granel.

The increase in traffic seen in the last few years is of the order of 11%, reaching 17% in the case of general goods.

An idea of the very rapid growth is given by the fact that between 1962 and 1969 there has been a

duplication in this traffic.

As a first step, some 80% of the port traffic goes to or comes from the metropolitan area of Barcelona and its immediate industrial areas and because of the natural growth of these sources of traffic, the port is assured a constant growth of 10% annual.

The position of the port at the entrance to the Mediterranean, makes it specially apt as a point of distribution for feeder services to the interior of that sea and its closeness to the mouth of the Rhone ensures it an increase in ac-

tivity as a point of passing to and from the heart of industrialized Europe. The port has more than 11,000 m of commercial quays, many of them with 12 m of depth and they are serviced by 120 electric cranes of 3 to 15 tons lifting capacity and by floating cranes upto 90 tons lifting capacity. Additionally there is a Silo of 24,000 tons volume for the loading and unloading of cereals at a rate of 5,000 tons each 10 hours. A freezer store of 75,000 cubic meters. These are also special installations for the receiving and storing of inflammable liquids destined for the chemical industry and additionally other liquid bulk such as Oil fats and Tallow etc.

Referring to the movement of large units of cargo, the port is in the process of building and will soon finish a new wharf for containers and a terminal for combined transport with a capacity for the simultaneous berthing of 6 Roll on/Roll off ships, a container ship of large dimensions and the marshalling of 1,500 containers of 20 ft and 500 lorries.

In the precincts of the commercial port, there functions a T.I.R. terminal and the regulations of the Customs Service allow the loading and unloading in the port of goods despatched in other Spanish Customs centres.

The work of loading and unloading, stowage etc. is handled by stevedoring companies, authorized by the Port Authority and the tariffs for their work, as also the Port Dues are all perfectly defined and are subject to a wide variance. The average cost of transit is in the order of \$5 per ton of normal general cargo and the Port Dues average 75 cents per ton for the goods and \$1 per each 100 Gross Tons per ship per day.

Expansion and modernization work is continually being carried out in the Port, an average of \$3.5 million having been spent during recent years. At the moment, the budget for work in hand is in the order of \$25 million. (Puerto de Barcelona Boletín Informativo, Jan./Feb. 1972)



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Standard Twin Room with Bath .....	\$15.30	¥ 5,500
☆ Completely sound-proofed and air-conditioned rooms.		
☆ TV and information radio sets in each room.		

### RESTAURANTS

GRILL AVION .....	French cuisine
YAMATO .....	Japanese cuisine
SAIHO .....	Chinese cuisine
COCKTAIL LOUNGE	



## TOKYO AIR-TERMINAL HOTEL

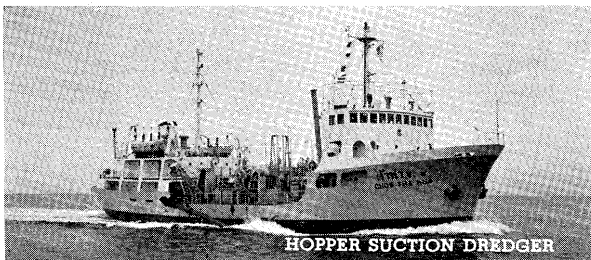
3rd floor, Tokyo International Airport Terminal Bldg. For reservations Tel: 747-0111 Cable : AIRPORTEL



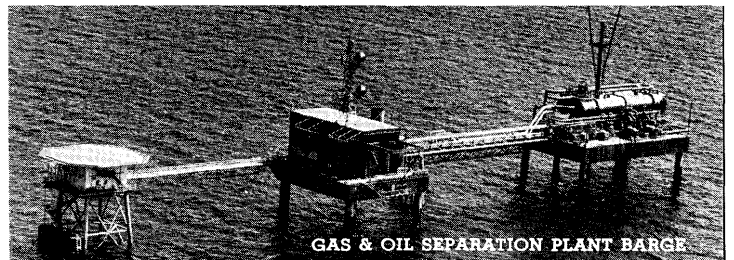
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Further Information: STEEL STRUCTURE SALES MANAGER

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