

PORTS *and* HARBORS

October, 1974

Vol. 19, No. 10

Panama Canal

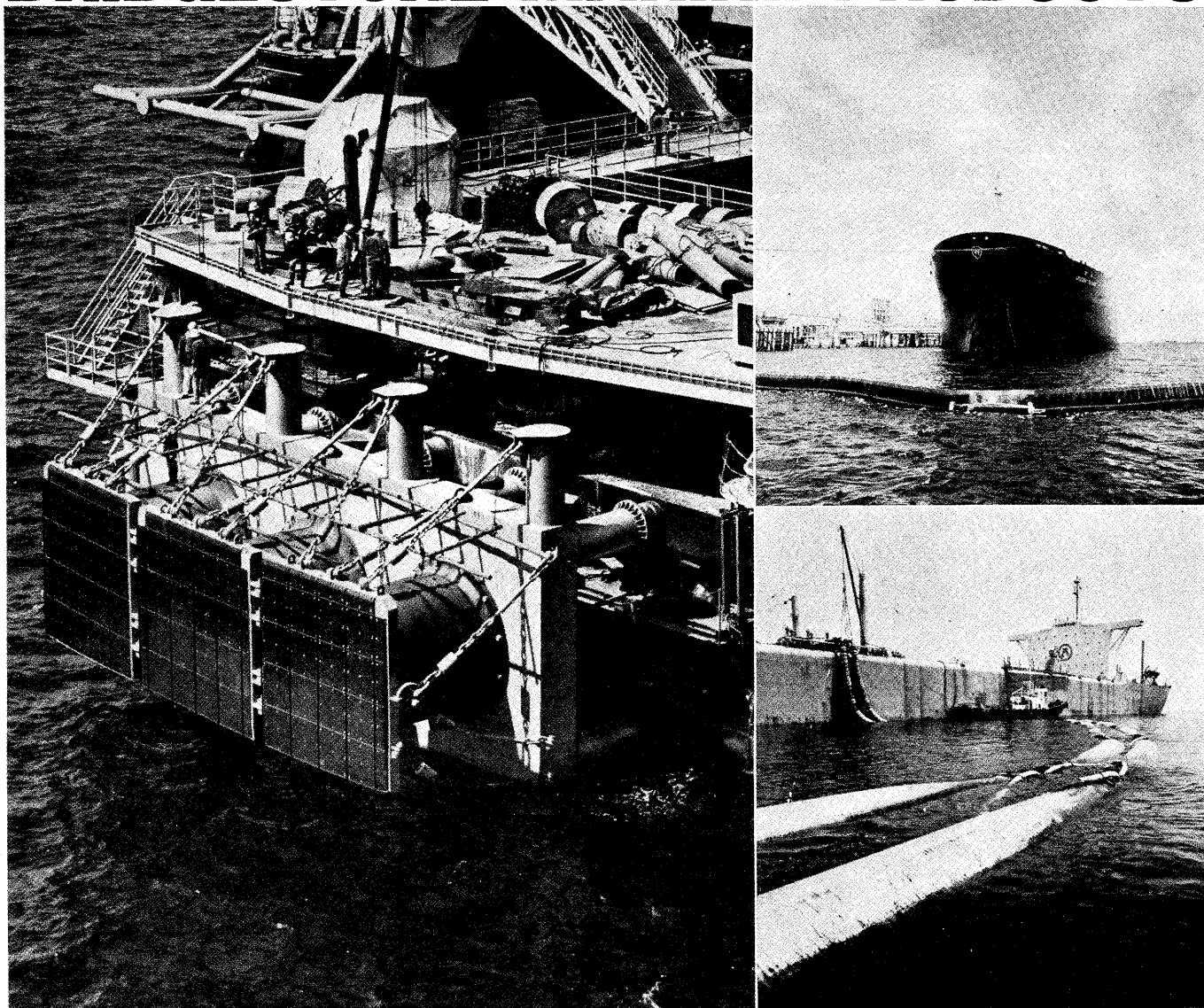


IAPH Conference Singapore March 1975

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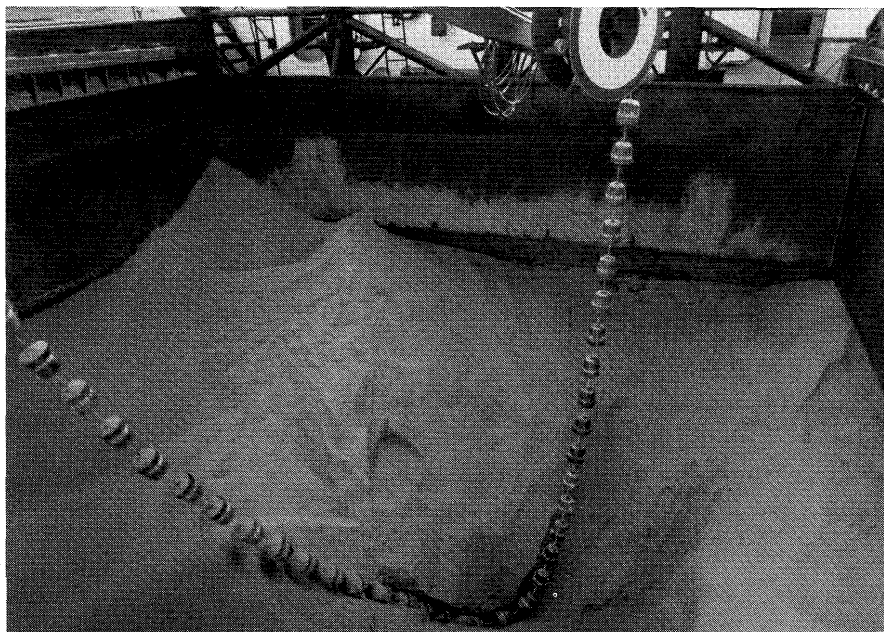
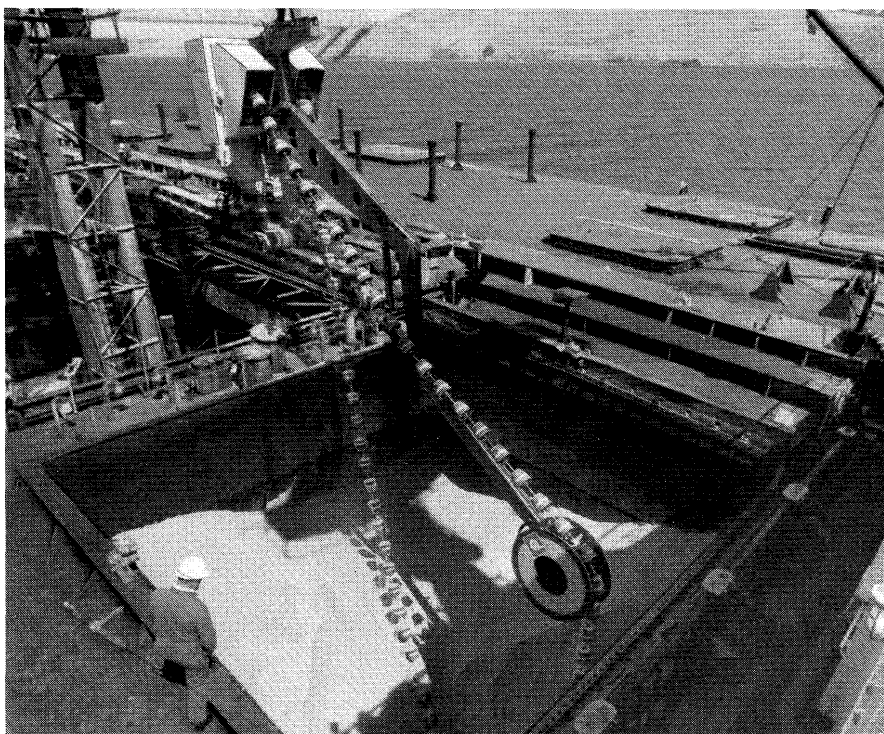
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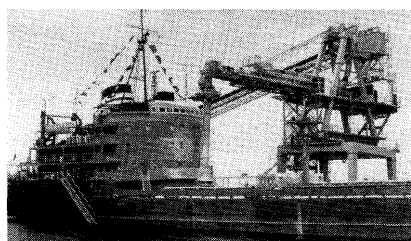
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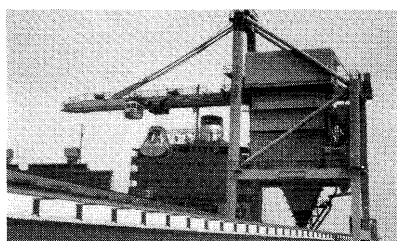
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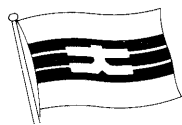
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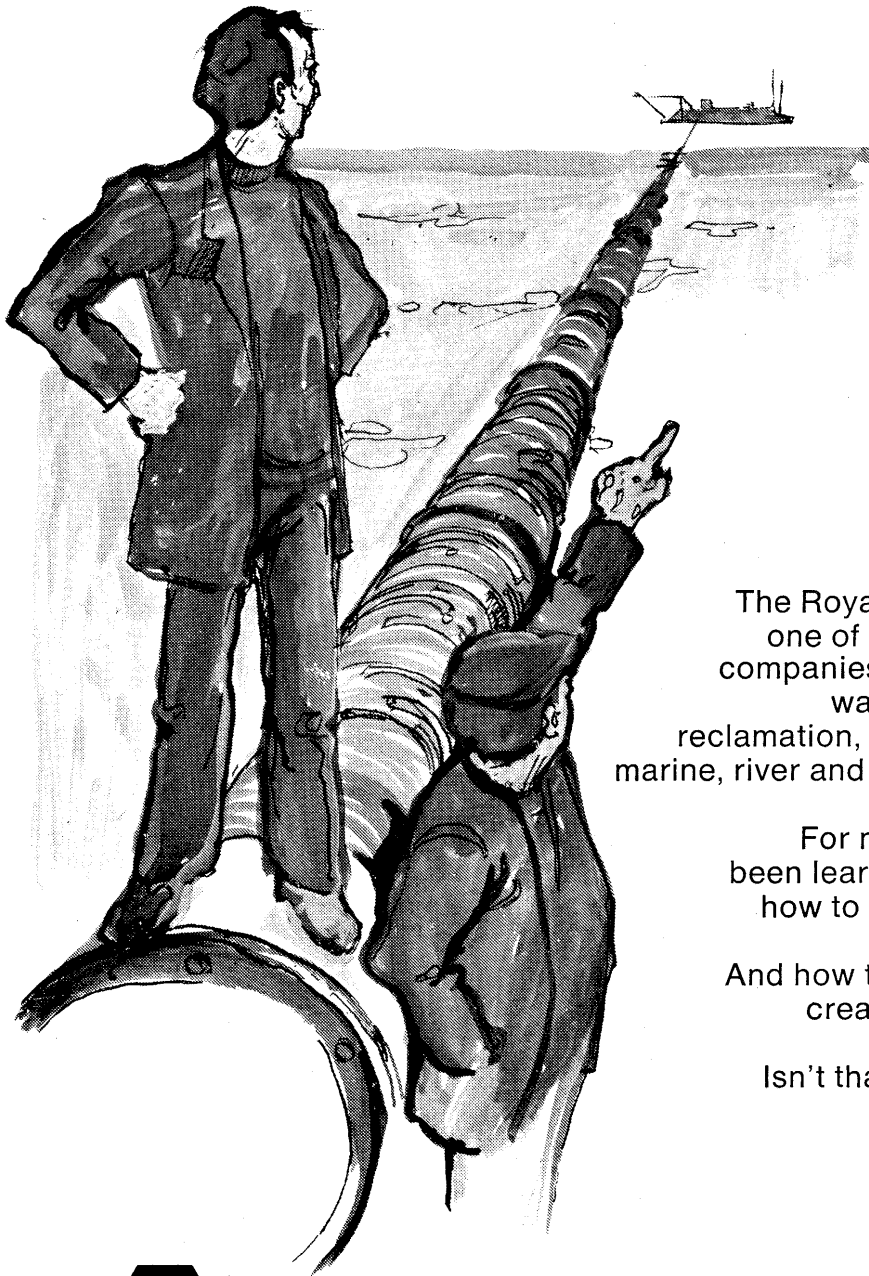


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The Liberian bulk carrier "Pennsylvania Getty" moves south through the Panama Canal in May of this year. A ceremony was held aboard the vessel marking the 400,000th ocean-going commercial transit of the Canal, which observes its 60th anniversary August 15.	

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to every point in Europe. (Not surprisingly, half Rhine shipping is Dutch-owned. And 40% of Common Market road haulage is Dutch.)

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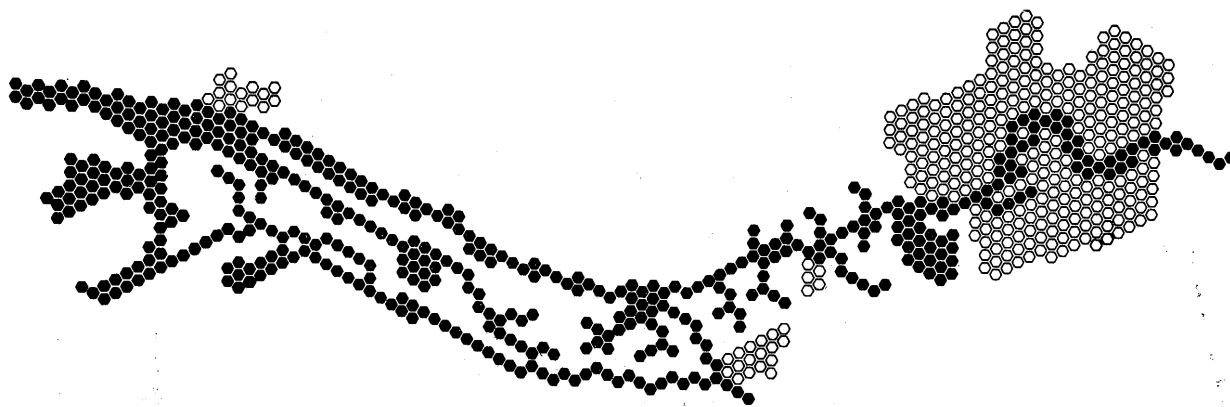
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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7~8

Questionnaire on Bulbous Bows Vessels: IAPH members requested to cooperate

IAPH members are kindly requested to turn in their answers to this office with regard to the following two questions, preferably not later than October 30th, 1974.

[Question 1]

Has your Port Authority been faced with problems resulting from the specific type of hull construction of vessels commonly called "bulbous bows" with respect to towing, berthing, etc..? If so, which were the difficulties, risks?

[Question 2]

Should, to your opinion, an international regulation be introduced obliging ships to carry marks, in a shape to be determined, which indicate the size or extend of bulbous bow?

To make clear the reason why above questions are published in this issue, we are pleased to explain the circumstances under which we reached the decision to ask IAPH members' cooperation.

On July 2nd this office received a letter from Mr. A.J. Smith, IAPH Liaison Officer with IMCO, dated June 27th, in which he advised as follows.

' Dear Dr. Sato,

MARKING OF VESSELS WITH BULBOUS BOWS

For some time now our members have been concerned at the likelihood of incidents in port waters involving vessels with bulbous bows.

We note that there is no generally accepted method of marking such vessels and, having studied a range of possibilities, have concluded that a "profile" symbol, illuminated as appropriate and sited on the side of these vessels, may well be the most effective solution.

We have, consequently, invited our Government to consider the possibility of pressing this matter internationally. May I ask whether you would be agreeable to suggesting to IAPH members that they follow a similar course of action with their respective Governments, and also whether you would be willing to raise this matter with I.M.C.O.?

Yours sincerely,

A.J. Smith

Immediately, we wrote to the President, with a copy to 1st and 2nd Vice-Presidents, asking their comments on how to handle this matter quick, dispensing with formalities.

Mr. Goon, on behalf of Mr. Howe, Chairman of the Port of Singapore Authority, IAPH first Vice-President, sent a letter on July 11th to the President, stressing the necessity of making inquiries about this matter among IAPH members.

Mr. Vleugels promptly conveyed us his view in this respect by his letter of July 24th, in which he himself drafted two questions above mentioned, stressing how seriously this matter might affect every port.

This is the first attempt for IAPH to make inquiries among members via the Association's organ. We sincerely hope this channel will successfully carry the message to the members so that the views of ports pass into IMCO making the most of our granted status with it. (K.Y.)

IAPH Proposal on "Wreck Removal" will be discussed in November by IMCO

Mr. C.P. Srivastava, Secretary-General of IMCO, in letter of August 15th acknowledged the receipt of IAPH Proposal on "Wreck Removal" (Ref. P.1 of the September issue).

In the same letter Mr. Srivastava made it clear that the Legal Committee of IMCO had already benefited from the views of IAPH in the discussions which had been held to date on this subject.

He was sure the Committee would find the latest proposal from IAPH equally useful to its deliberations. He added further that IAPH Proposal would be placed before the Legal Committee at its 24th session scheduled for 11 to 15 November this year.

In accordance with IMCO's usual procedure, IAPH will be invited to attend the above session to participate in the discussion of scheduled subjects including the one which it proposed.

IAPH members interested in the above discussion are requested to contact Mr. A.J. Smith, the British Ports Association. (K.Y.)

UN, TDB 14th Session

Mr. Gamani Corea, Secretary-General of UNCTAD, sent us a notification, dated July 9, 1974, symbolized TDO243 fourteenth session, requesting to inform him of the names of our representatives in case we wish to participate in the above session to be convened during August 13 - September 13, 1974, at Geneva.

However, after careful consultation with President Vleugels and Mr. Lunch, IAPH Liaison Officer with UNCTAD, we reached a conclusion that we would not send our delegate to the session due to the reason that the proposed Agenda seemed to be of little direct importance to IAPH members and also that the only related item in the Agenda was expected to be covered by the 6th session of the Committee on Shipping at which IAPH was represented by Mr. G.W. Nicklin, the Port of London Authority (ref. P.11 the September 1974 issue).

On August 1st, 1974, we wrote to the Secretary-General of UNCTAD informing him of our absence. (K.Y.)

IMCO "Ships' Routeing" on Sale

A third edition of Ships' Routeing is now available - in English Sales No.74.02.E. and in French - Sales No.74.02.F, price £3.10 each (including packing and postage).

The publications are on sale from IMCO and any copies required may be ordered accompanied by a remittance, in sterling, to cover the cost of publications.

The table of contents is as follows.

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Part I - General provisions

Adoption and recommendation

Terminology and symbols

Methods of routeing

General principles of ships' routeing

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Baltic Sea

Western European waters

Mediterranean area

Indian Ocean and adjacent waters

North America, Atlantic Coast

North America, Pacific Coast

Australasia

Part III - Other routeing systems

Part IV - Areas to be avoided

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(Mr. K. McCuaig, Port Manager and Secretary)

Visitor

Mr. Howard A. Mann, Vice President of Swan Wooster Engineering Co., Ltd. in Vancouver, Canada, visited the IAPH Head Office on the morning of July 31st, and was met by Secretary General Dr. Hajime Sato and other staff of the Secretariat.

Mr. Mann served as the 1st Vice-President of this Association during 1969 - 1971 under the presidency of the late Mr. V.G. Swanson of the Melbourne Harbor Trust Commissioners and was on his way from Pakistan he was visiting on business.

Mr. Mann flew to Vancouver from Tokyo International Airport on the evening of the 31st July. (TKD)

UNCTAD's Work in the Field of Ports

by Eric Williamson, Chief of
UNCTAD's Ports Section

Mr. S.G. Sturme, Deputy Director and Chief of the Shipping Branch, UNCTAD, kindly sent us a letter July 30 in person.

In this letter he firstly expressed his hearty welcome to Mr. G.W. Nicklin as the IAPH observer attending the Sixth Session of the Committee on Shipping - the first session since IAPH was granted consultative status with UNCTAD. Then he referred to a statement, which they recently had a cause to prepare, on the work of UNCTAD's Ports Section for internal purposes, and supplied us an article which was converted from the afore-said statement under the above heading.

The following is the full text of the article prepared by Mr. Eric Williamson, Chief of UNCTAD's Ports Section, which, we believe, is very interesting and informative to the members of all countries "developing" and "developed" alike.

IAPH members are free to contact UNCTAD with regard to this article through the IAPH Liaison Officer or through their respective government agencies. (K. Y.)

Introduction

The United Nations Conference on Trade and Development (UNCTAD) has, as one of its goals, the extension of developing countries' trade, the vast majority of which is carried by sea. The Shipping Branch of UNCTAD is engaged on a programme of work aimed at improving the efficiency of maritime transport, helping developing countries to establish and strengthen their merchant marines, and securing a proper balance of interests between shippers and shipowners.

It has long been established that port costs - both direct and indirect - constitute a significant portion of the transportation costs of international shipments. Thus increased port efficiency is an important key to the lowering, or at least the containing, of transportation costs necessary for the stimulation of world trade. Recognizing this, part of the work of the Shipping Branch is aimed at increasing the contribution which ports in developing countries can make towards more efficient maritime transport. This work is carried out within the Ports Section through three different but complementary activities: research, technical assistance and training.

Research

The objective of UNCTAD's ports research programme is to advise governments on:-

- (i) how to obtain the maximum benefit from existing port facilities; and
- (ii) how to develop, in the most economic fashion, new facilities to cope with changing volumes and types of traffic.

The research effort is divided between long-term research, aimed at developing new methods for the study and

solution of port problems, and shorter-term studies leading to practical guidance to port managers on specific issues. In the former category is a major research project which the Ports Section has been carrying out in collaboration with the Institute of Transport Economy in Oslo to develop a methodology for port development planning. This methodology, which incorporates a model for the simulation of port operations, was first developed using the Port of Casablanca as a case-study. The methodology was later refined and further validation was carried out by using the methodology to prepare a port development plan for the Port of Bergen. The Ports Section is currently evaluating the cost-effectiveness of these new methods prior to producing a full report on the use of such planning techniques and the conditions under which their application would be justified.

In parallel with the above research study, which is rather pioneering in nature, the Ports Section has carried out a number of studies designed to yield practical results in the short term. The guiding principle used in allocating priorities to such research projects is the feasibility and likelihood of implementation by port authorities in developing countries of their results. Four such studies have been completed over the past four years.

Port Statistics

The efficient management of a modern port requires that managers are provided, at regular intervals, with indicators which show how well the various parts of the port are performing. For example, Is berth throughput increasing or decreasing? What is happening to the turn-round times of ships in port? How are operational costs changing? The establishment of such performance indicators cannot be undertaken unless the appropriate statistical data are available.

The statistics produced by most ports in developing countries are inadequate for this purpose. In order to help port authorities gather the information needed for efficient port planning and management, the Ports Section has produced a Port Statistics manual. Work is continuing on a second stage which is to recommend to port authorities a set of port performance indicators - both operational and financial - and to show how such indicators should be produced and used.

Cargo Unitization

Cargo unitization is transforming the face of ports in many parts of the world. The problem of how to come to terms with this development is the most important question currently taxing port authorities in developing countries: a problem aggravated by the fact that these ports have little opportunity to influence the choice of the type of ship wishing to visit the port.

A study carried out in 1970 examined the impact of the various forms of unitization on port development. It was not the purpose of the study to prove the desirability of any one form of unitization - or indeed unitization at all. This could not be done solely on the basis of a port study. The object, rather, was to provide information to port authorities on the types of facility which the various forms

of unitization demand, and to show the effect of the use of unitized berths on port costs.

Due to the recent rapid rate of technological change in shipping, such a study quickly becomes outdated. It will be brought up to date as part of a wider study currently being undertaken on the subject: "Technological Change in Shipping and its Impact on Ports".

Berth Throughput

Many ports have a greater cargo-handling potential with their existing facilities than they are currently achieving. The Ports Section has recently carried out a study to identify the bottlenecks to higher berth throughputs, to assess the benefits of removing these bottlenecks and to recommend methods of doing so.

Increasing berth throughput is clearly an operational problem. However, the trade of most ports is growing, and therefore increasing the capacity of existing berths could postpone the need to invest in new ones. In developed countries, technological advances in bulk and unitized cargo handling have virtually eliminated the need to provide new conventional break-bulk berths. Indeed, many existing berths have become redundant. What has happened in the United States, Western Europe and Japan in the 1960s may well be repeated in many developing countries in the 1970s if the present trends continue. Thus the postponement of investment in conventional break-bulk berths which produces its own immediate capital saving, might well have the additional advantage that such investment might never be required.

Port Pricing

Developing countries are continually being urged to give priority to the improvement of port facilities. A number of countries have spent substantial sums of money over the past few years on port improvements and some have managed to achieve significant reductions in the turn-round time of ships. Such countries are concerned that most of the benefit from this investment accrues to shipowners who, due to the practice of averaging freight rates over a group of ports, or for other reasons, do not pass on this benefit in lower freight rates. Conference lines are quick to penalize inefficient ports by congestion surcharges. However, what would seem a natural corollary, namely, freight rate discounts for highly efficient ports, seem not to exist.

Any national authority, in considering whether to make investment funds available for port improvement, has a legitimate concern to see that at least a reasonable proportion of the benefits accrue to interests within that country. One of the objectives of the Port Pricing study was to explore means of allocating the benefits arising from the use of the port among the parties concerned.

Another use of the port pricing mechanism is to promote the better utilization of the port's assets. In the case of facilities in short supply, this can be done by applying charges which encourage port users to minimize the use they make of the assets. Where facilities are more than adequate, however, the reverse is true and price incentives can be given to encourage users to increase their use of the assets.

Case Studies

We are aware that the problems of ports in developing countries cannot be solved from the secretariat's headquarters in Geneva. For this reason, all our research projects

involve the use of ports, mostly in developing countries, as case studies, and the staff of the Ports Section spend a good deal of time in the field collecting information and having discussions with port management. The following thirteen ports: Bandar Shahpour, Bergen, Bombay, Casablanca, Dar es Salaam, Karachi, Khorramshahr, La Valletta, Mombasa, Piraeus, Port of Spain, Santos and Valparaiso, have been, or are being, used as detailed case studies in connexion with completed or current studies.

Technical Assistance

Shortly after the establishment of the Shipping Branch in the UNCTAD secretariat, UNCTAD became a participating agency of the United Nations Development Programme (UNDP) through which most of the technical assistance resources of the United Nations are channelled. UNCTAD thus assumed responsibility for executing technical assistance projects in the field of ports. This work is not undertaken directly by the secretariat staff. The rôle of the staff is to assist governments in drawing up requests for assistance and in the preparation of job descriptions for the port experts required to carry out the assignments. This is done in conjunction with UNCTAD's advisory service in shipping and ports which can make available to governments or port authorities, one of its two interregional advisers for discussion of problems in the ports and shipping field.

Once a government's request for assistance has been approved by the financing agency - normally the UNDP - there follows the task of evaluation of suitable candidates and their submission to the government concerned, with whom rests the final decision regarding the choice of expert or team of experts. For each separate project, a staff member with qualifications and experience related to the assignment in question, is designated as Project Officer and it is this staff member who is responsible for the substantive support of the field experts. It is he who evaluates potential candidates for an assignment and who eventually briefs them before they go into the field. He maintains contact with them by correspondence during the life of the project and, where necessary, may visit the expert in the field for periodic reviews of the project with the government. One of the principal objectives of this approach is to secure cross-fertilization between research and technical assistance.

Cross-fertilization, as the name implies, is a two-way process. The research work of the Shipping Branch as a whole and of the Ports Section within that whole, provides new insights into methods of tackling problems which condition the manner in which technical assistance experts are guided in their work. At the same time, the information and ideas which the technical assistance experts communicate from the field are an important element in enabling the members of the Section to have a better understanding of the problems of ports in developing countries and of how the work of the Section can be oriented to help alleviate such problems. In turn, lessons learned by Project Officers from their contact with technical assistance are taken into account in the design of research studies. Thus technical assistance becomes an important source of ideas for research.

At present (August 1974), UNCTAD has 17 port experts advising governments in Bahrain, Cameroun, Costa Rica, Dominican Republic, El Salvador, Greece, Honduras, Nicaragua, Oman, Panama and Peru. Clearly the success of this technical assistance depends to a large degree on the

quality of the port experts themselves. UNCTAD is continually on the look out for well qualified port experts interested in carrying out technical assistance assignments, particularly in French and Spanish speaking countries.

All technical assistance projects have, in addition to their explicit objectives, the implicit one of ensuring that assistance will not be required on a permanent basis. This necessitates the training of local personnel. The method of training most widely used in the United Nations is the award of individual training fellowships. This scheme has certain merits; it has, however, one serious drawback and that is the considerable amount of time and effort - and therefore cost - incurred both by the United Nations and the host organizations in the training of just one individual. It was for this reason that training was added to the Ports Section's activities.

Training

Given that a number of individuals have similar training requirements, a group training course can offer not only important economies of scale, but, by being organized by one Course Tutor, can provide a more integrated training programme. In addition, there is the added benefit that participants from different countries can share their experiences by discussion among themselves. Such arguments led UNCTAD to organize in 1972 its first port management training course.

Training needs exist at all levels of management. However, it was felt that initially the greatest benefit would be derived from increasing the management skills at the more senior levels. Accordingly, a ten-week course was designed for twenty-five senior management personnel. This course, which was financed by the Swedish International Development Authority (SIDA), was held in Gothenburg in co-operation with the Chalmers University of Technology and the Port of Gothenburg.

Following a positive evaluation of the benefits from this first course by both UNCTAD and SIDA, SIDA agreed, in principle, to finance a number of further courses on an annual basis. In 1973, a second course, this time in the French language, was held in Algiers. The 1974 course is currently taking place, again in Gothenburg, and plans are being made to organize the 1975 course in East Africa.

In order to maximize the benefit resulting from these training courses, a proposal is being considered to produce a manual in which will be presented an edited selection of the papers presented during the first three training courses. We believe that such a document will provide a valuable addition to the literature currently available on port management.

Although we are aware that UNCTAD's publications in the ports field enjoy a wide circulation, particularly in developing countries, nevertheless, we recognize that port managers are often too busy with day-to-day tasks to study them in the depth required for the implementation of the recommendations made. Accordingly, we decided to explore whether port authorities would be interested in nominating officials to attend a seminar on "Systematic Methods of Improving Berth Throughput", if one were arranged. The response to this enquiry was so positive that steps were taken to arrange a series of five two-week seminars on this subject in different parts of the world. So far, English-speaking seminars have been held in Singapore, Calcutta and Dar es Salaam. A french-speaking seminar is scheduled to take place in Tunis in April 1975 and a

bi-lingual English-Spanish seminar, to be held in a Latin American country, is being planned for the second half of 1975. Following initial indications of the usefulness of such seminars, consideration is being given to holding similar seminars to disseminate the results of future research studies.

It is appropriate to mention at this point the generous financial support given to UNCTAD's work in the ports field by the Governments of Denmark, Finland, the Netherlands, Norway and Sweden, who have placed funds at the disposal of UNCTAD to assist in the preparation and dissemination of port studies.

Conclusion

The three activities of the Ports Section - research, technical assistance and training - are vitally interconnected. Through research we gain clearer insights into the solution of port problems. Through seminars and training courses, the results of this research can be presented directly to port management. The implementation by these managers, either themselves or with technical assistance, sees the work carried to its logical conclusion. This is what UNCTAD's work in the field of ports is seeking to achieve.

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International Container Movements: Problems and Opportunities 1974—1980

by **Clifford B. O'Hara**

Director of Port Commerce

The Port Authority of New York and New Jersey

**before the 28th annual meeting of the
American Society of Traffic & Transportation**

**Crown Center Hotel
Kansas City, Missouri**

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Shipping containers of one kind or another have been used by steamship companies for many years. These were usually steel or plywood boxes of varying sizes which were loaded in the holds along with other cargo, and were generally used to handle smaller shipments on a pier to pier basis. The Army after World War II developed the so-called Conex container, measuring approximately 8 feet x 8 feet x 8 feet and used them widely during the Korean and Vietnam campaigns. In the latter situation, particularly after the Army began to phase them out, Conexes were all over that country and were being used for everything from storage and sleeping quarters to latrines! These containers were also loaded in steamship holds and to some extent on decks — but along with other cargo.

The containership in its present general configuration did not come about until the middle '50's when an enterprising truckman named Malcom McLean, then president of the McLean Trucking Company of Winston Salem, North Carolina, wanted to find a way to get his over-the-road trucks operating along the eastern seaboard around a couple of states having very restrictive size and weight limitations. First considering the idea of roll-on roll-off truck ferries, he later discarded this idea and went to the demountable truck body as a container. First handled only on decks of converted tankers, the next step was to the cells in which containers can be stacked, one on top of the other, and then others stacked on deck. Operations began along the Gulf and East coasts, then to and from Puerto Rico. These were the forerunners of today's huge cellular containerships. McLean's first ships were conversions of conventional cargo vessels, and handled 225 35 foot containers at a speed of approximately 14 knots. Now McLean's huge Sea-Land Service, Inc. is operating eight new 946 foot cellular container-ships which can handle 1,096 35 and 40 foot containers at a speed of 33 knots both on the North Atlantic and across the Pacific to Japan. Other ships are operating to the Mediterranean, to the Caribbean Islands, to Hong Kong and Taiwan. Sea-Land's pioneering has been followed by many other steamship operators not only in these areas but on trade routes to Australia and New Zealand, to Israel and elsewhere in the world.

Already almost 70% of the general cargo trade of the Port of New York-New Jersey is moving in containerships or roll-on roll-off ships, and by 1980 the percentage will be substantially higher (possibly over 80%). New full and partial containerships are on order which will link our port

with Singapore and the Straits, with Yugoslavia, the Soviet Union and Poland, and eventually with Brazil and South and East Africa.

Containerization has resulted in startling improvements in service and efficiency. While in the 1950's it might take six long-shore gangs five days to completely unload and load a conventional ship with approximately 10,000 tons of cargo, today's huge containerships can load and unload 1,500 containers with as much as 15,000 tons of cargo in less than 24 hours. As many as five huge container cranes may be working on a single vessel.

Along with the development of the ships has come the development of the shore facilities to handle them. The Port of New York-New Jersey has been the leader in the provision of these facilities. Our port is the container capital of the world, handling over 1,000,000 containers in 1973.

At the time of the first containership developments in the middle '50's Port Authority planners saw that a revolution in cargo handling was in the making, and that old fashioned covered finger piers which were universally used for conventional ships in the port would be completely unsuited for container vessels. The 225 container ships of that era each needed at least 12 acres of upland space for the marshaling of containers and interchange with land carriers, and the land had to be provided. So we took over a marshy area of Newark and Elizabeth, New Jersey, along Newark Bay and have created over 900 acres of land which now has the most modern and efficient facilities for the handling of containerships available anywhere in the world. Incidentally, the new SL-7 Sea-Land ships require nearly 50 acres of upland area! With other facilities available in New York Harbor, some of which were constructed by steamship companies, we now have approximately eight miles of container-ship berths, 33 cranes, 2 specially designed rail TOFC-COFC yards and many container loading and unloading sheds, vehicle inspection facilities, and other supporting buildings.

We do not see much additional construction of containership terminals in the Port of New York between now and 1980, since adequate capacity exists in the port for the growth in tonnage which is forecast for the period. Elsewhere in the United States containership terminals with dock cranes have been constructed at the principal ports, and only minor expansion is expected in the next few years. To an extent we are "over built," with a container terminal a prestige show piece for a port authority, whether or not it is being used anywhere near its capacity.

With the growth of containerization has come the new word Intermodalism. The steamship container on a flat bed or bogey becomes a truck trailer; it can be handled by railroads as a piggyback-TOFC or as container on flat cars-COFC. The development of house-to-house container movements without any breaking of bulk at the port has been of inestimable value to the shipper and receiver in improved time in transit, and reduced damage and pilferage.

But it is in the area of the intermodal interchange that we still have a way to go. The improvements in ships and

cargo handling have not been fully matched by improvements in this area.

Action is needed in several areas which I will touch upon. Some improvements are already in the works. Others are in the talking stage, without enough action in prospect.

First, paperwork — long the bane of the foreign trader — remains a problem, though some progress is being made. Some individual steamship lines are handling many of their functions by computer, though the actual bills of lading and certain other papers must still go from hand to hand. The National Committee on International Trade Documentation, supported by industry, together with the Office of Facilitation of the Department of Transportation is making headway in eliminating needless documents which have been required for hundreds of years and have complicated foreign trade. The Transportation Data Coordinating Committee, also industry supported, is making progress in developing common codes for commodities, localities and other needed information so that eventually the computer can do much of the work now requiring many hand operations. This development is vital, particularly since there has been a general deterioration in mail service, both domestic and international. With fast container ships crossing the Atlantic in four days the cargo is sometimes there before the paperwork! Nothing is more frustrating than to lose cargo because your service is too fast, but this has happened to the Port of New York — where a shipper has used a vessel from another port which has a longer voyage time — just to give the papers a chance to get to Europe.

This is a vital area for attention. The Maritime Administration is sponsoring a program for computerization of many aspects of intermodal shipping. The Port Authority of New York and New Jersey has in the process of development a computerized system for cargo expediting and truck appointments in our port which we have high hopes for. But much remains to be done.

Another area which needs attention is that of rates. The present practice of the eastern railroads is to handle ocean containers TOFC as piggybacks, on the same mileage scales of rates (Plan III and II½) as applicable to domestic truck trailers. This unfortunately disregards the special nature of the export-import trade, and tends to concentrate traffic through the port with the shortest rail mileage.

Domestic and foreign traffic are two different "breeds of cat." A domestic transportation movement comes about when there is a product available at a point of origin and a customer or user at destination. An international transportation movement also requires an available supplier and a user or customer; the difference is that one or the other is located in another country. And when this movement involves surface water transportation, the port in the United States is neither an origin or a destination; it is just a way station along the route. If a U.S. port is to participate in an international through movement of traffic destined to or originating in an inland area, that port must be in a position to offer.

- 1) satisfactory facilities and services for the handling and processing of cargoes;
- 2) adequate steamship services to and from the parts of the world involved;
- 3) competitive ocean rates (these are mostly equalized in port ranges) and miscellaneous charges, if any; and
- 4) competitive inland rates.

The Congress of the United States in its 1935 amendment to Section 3 of the Interstate Commerce Act took

action to insure that ports would be protected from preferential or prejudicial action on the part of the carriers. As a matter of fact, it is interesting to note that in the report of the Committee of the House of Representatives which recommended passage of the bill — which was amended into law — it was stated:

"In recommending that this bill be passed, the committee does so with the idea in mind that by amending section 3 of the Interstate Commerce Act as thus contemplated it will encourage and promote the freedom of movement of export, import and coastwise commerce through the ports of the country. The Committee considers that it is to the interest of the public that such commerce be permitted to move freely through as many available ports as the circumstances will reasonably permit, and that no restrictions upon and impediments to the free movement thereof should be imposed that are not clearly shown to be sound or economically justified. The recommendation of the committee that this bill be enacted is intended to afford competing ports a forum in which to complain of rate adjustments which tend to concentrate the movement of the traffic through one port or a limited number of ports and to deprive other ports of an opportunity to handle a part of such traffic. The committee believes that such a diffusion of the traffic which moves through the ports will redound to the benefit of the producer and consumer in the interior by whom in the last analysis the transportation charges levied both for the transportation thereof and for the use of the facilities at the ports are ultimately borne."⁽¹⁾

Railroads historically tended to keep the ports they serve competitive in the handling of export-import cargoes. Port equalizations or specific differential relationships have existed on rail traffic since the 1870's, and continue to this day on much traffic. For example, rates on most export-import traffic in conventional railroad equipment — between Chicago, on the one hand, and eastern and southern ports are equal or only slightly different by specific amounts at all ports between Montreal and Brownsville, Texas; though distances vary substantially.

Motor truck competitive rates on domestic trailer-on-flat car movements were established in the 1950's, long before the advent of international containerization. These rates were published on mileage scales based on motor carrier operating costs. When intermodal containerization began to develop, the railroads in most parts of the country insisted that they receive the container as a trailer, on chassis or bogie and applied these mileage rates. The unwillingness of the eastern railroads to provide port related rates on container traffic has unfairly tended to concentrate rail traffic, particularly that moving to and from the Midwest industrial heartland through a few ports favored by mileage advantages.

Progress is also badly needed in providing shippers with one-factor intermodal rates on containers. Differences between the Interstate Commerce Commission and the Federal Maritime Commission have slowed the development of such rates; and at times it has appeared that new legislation may be needed.

Nevertheless, such tariffs have been published in the last 2 years tying transcontinental rail movement with Trans-Atlantic and Trans-Pacific steamship service. These have been filed with both the FMC and the ICC and permitted to go into effect despite suspension requests to the ICC (the

FMC does not have suspension power on international rates).

These are the so-called Mini-Bridge tariffs which are published by steamship lines, with one-factor rates for shippers, but which include for the ICC's information a statement of the charge paid by the steamship to the railroad for its part of the joint haul.

Four or five years ago there was much excitement in transportation circles about the possibilities of the "land bridge." American and Canadian railroads saw in the intermodal container, with its ease of transfer between ship and rail, an opportunity to participate in traffic moving between Europe and Asia. However, for several reasons, particularly the institution of direct containership services between Japan and Northern Europe, the true land bridge has been only minimally successful.

However, the steamship and rail carriers hit upon a method of participating in business which normally would move via the Panama Canal in ships, by providing East Coast U.S.-Far East service by transcontinental rail and West Coast ports; and West Coast U.S.-Europe service via East Coast ports. This is called "mini bridge", and it has developed a substantial amount of traffic for the railroads. In virtually all cases the rate charged the shipper from, for instance, Japan to New York via ocean-rail is the same as would apply all-water via the Panama Canal. However, the overall service by mini-bridge can in most cases be up to a week faster than the all-water service.

The Far East mini bridge tariffs are under attack before the FMC by certain east coast port interests and by terminal operators and labor unions, who contend that they unlawfully divert tonnage which should be tributary to the port. In our case, New York has gained Europe traffic moving to and from California and lost Far Eastern traffic to West Coast ports. Shippers have liked the one-factor rates, but ports have looked at mini bridge with mixed feelings, and feel the superior service should command a price higher than the all-water rates.

But, if through rates can be published by containership lines via rail-ocean between Europe and California ports via New York, why should they not publish through one-factor rates between Europe and Chicago, Detroit, St. Louis and Atlanta via New York (or for that matter via other Atlantic ports)? Most desirable for the shipper is the elimination of miscellaneous port charges, wharfage, drayage from rail yards, etc. which make the compilation of total costs on international shipments a chore for foreign traders. Certainly here is an area where the carriers should move forward promptly.

The problem of container equipment interchange between steamship lines and inland motor and rail carriers has been the subject of many meetings and negotiations, and substantial progress has been made. The containership operators have a very active group called the Steamship Owners Intermodal Committee which works with inland carriers. The Equipment Interchange Association has been organized by the land carriers to handle the many details involved. Yet still we are in a position where there is virtually no interchange of containers among steamship lines. A shipper in Chicago may ask United States Lines for a 40 foot container for shipment to Bremerhaven. If U.S. Lines has one in the area, he'll get it promptly. If not, one may have to be sent out from an East Coast port. Yet at the same time another steamship line using a container of exactly the same dimensions may have one available in

Chicago that he has no lading for. Under present practices, there is no pooling and no way to avoid what is obviously a lot of empty container movement to and from the ports. It seems to me that there is really no serious physical problem which would rule out the creation of a pool along the lines of the U.S. railroad car pool. However, the steamship lines who have invested in container equipment have not been enthusiastic about container pooling, which at the same time might well be beneficial to shippers and receivers. And some steamship lines have containers of special size or having different fittings which are not adaptable for pooling.

So-called neutral container pools have been set up in certain areas by container leasing companies. Standard containers can be obtained from these pools for shipment over steamship lines which can handle the containers, and the container is trip-leased to the line. Large shippers of desirable cargo can utilize neutral pools — however steamship companies contend that such leasing costs are substantially higher than their own cost of owning or direct leasing containers, and smaller or occasional shippers are usually steered away from pools. To an outside observer, it appears that the advantages of pooling steamship-owned containers to the lines as well as to shippers, have not been thoroughly explored. Certainly this is an important area for development in the coming years.

A subject which will undoubtedly be given much attention in the coming five years by the regulatory agencies and the courts is that of inland freight absorption by ocean carriers. On the West Coast, the Port of Portland complained to the FMC that steamship companies were concentrating their calls at Seattle and by-passing Portland, but were serving Portland shippers and receivers by handling the containers by over-the-road motor carriers between Seattle and Portland, and absorbing the inland freight cost. In effect the Portland shipper got the benefit of the Portland ocean rate (which is the same as Seattle's), and the steamship line took advantage of the so-called "load center" concept and realized savings by reducing port calls. The Port of Portland lost the traffic, and the result of their FMC complaint was that a requirement was set down by the Commission that steamship lines could absorb the inland freight to Portland, but if they chose to do this they would have to schedule at least half of their vessels to make actual calls at Portland. This decision (2) was not appealed by the Portland interests and still stands.

On the East Coast in the North Atlantic range containership operators have tended to concentrate their calls at New York, Baltimore and Norfolk, Virginia, and the ports of Philadelphia and Boston have been able to obtain comparatively few direct calls. Some of the steamship lines were accused by Philadelphia and Boston port interests of illegally absorbing inland freight; a court restraining order was actually obtained against one line. Several complaints are before the FMC, and the Commission has designated two cases, the Philadelphia intermodal case and the Mini-Bridge case (3) as vehicles "for announcing 'the general principles' relating to equalization, absorption and mini bridge, which will apply in all the other cases."

There are several conflicting interests at stake here. First, obviously, is the natural desire of a port to have ship calls with the resulting benefits in employment and income for its residents. Yet it is also the natural desire of a containership operator to avoid calls which do not produce substantial revenue, since the cost of operating today's

Panama Canal 60th Anniversary

August 15, 1974

(See front cover also.)

Balboa Heights, C.Z., August 7 (Panama Canal Press Release):-The Panama Canal will observe its 60th anniversary, August 15. During the first fiscal year of operation following its opening in 1914, the Canal handled only 1,108 oceangoing ships. Today, approximately 15,000 ships transit the busy waterway each year.

The Canal passed another milestone this year when the 400,000th oceangoing commercial vessel transited. The vessel that made the memorable transit was the Liberian bulk carrier Pennsylvania Getty, a 799-foot ship with a 105-foot beam. She was en route from Hampton Roads, Va., to Japan with 51,686 tons of coal.

It took 43 years, from the time the Canal first opened in 1914 to 1957, to reach the 200,000th mark, but the second 200,000th oceangoing commercial ship came only 17 years later, pointing up the increased role the Canal has played in

international commerce.

The Canal was opened quietly, August 15, 1914, with the transit of the SS Ancon, a ship that had been used as a cement carrier and to transport employees during the construction of the Canal. World War I had just begun and there was little celebration to mark the completion of an engineering triumph of mammoth proportions which involved digging through a mountain range, constructing the largest earth dam ever built, designing and building the most massive canal locks ever conceived, constructing the biggest gates ever swung, and conquering huge landslides.

Throughout its sixty years of service to world shipping, the Panama Canal has, with one exception, remained open to ships of all nations on an equal basis. The exception is that, based on the treaties of 1903 and 1914, government vessels of Panama and Colombia and warships of Colombia go through without paying tolls, whereas the ships of all

ships is astronomical, and it is essential that they spend as much of the ship's voyage time as possible on the transoceanic run and as little as possible in ports. Sea-Land's SL-7's incur operating costs in excess of \$30,000 per day. This particular company serves just one port on the East Coast with its SL-7's, and uses transshipment to its coastal vessels to serve the other ports. However, most other container-ship operators serve at least two and some as many as four ports in the North Atlantic range on each voyage.

The FMC found in the Portland case that "feeder service" by vessel is the equivalent of "direct water service" to a port. Nevertheless, some question remains as to the situation where the feeder service is by barge. And the whole question of absorption of inland freight cost when movement to and from the by-passed port is by rail or truck is in question in these pending cases. No hearings have yet been held in these cases, and with court appeals likely whatever the FMC decides, a final resolution of this problem is several years off.

One serious problem which affects American ports in this connection is the fact that the Federal Maritime Commission — or any U.S. regulatory agency, for that matter — has very little control over what a steamship line does when it serves U.S. customers through a Canadian or Mexican port. And if such a steamship line does not serve U.S. ports at all, it can (and some do) engage in whatever absorption practice it finds expedient. Lines serving Montreal quote rates to shippers and receivers in Wisconsin and Michigan, for example, where the inland factor is lower than published inland rail and truck rates in the U.S. and there is little U.S. lines can do in our regulatory framework to meet the competition. Because foreign flag steamship lines cannot operate feeder services between U.S. ports under the Jones Act, some have commenced transshipping to coastal feeders at Halifax, to the detriment of U.S. ports. Some efforts are being made to control these competitive practices through the steamship conference system, but its eventual success is problematical. Sufficient to say, the

Federal Maritime Commission has a difficult assignment here in balancing the needs of shippers, steamship lines and U.S. ports in the face of competitive routes over which regulation cannot be effective.

I have outlined here some of the problems which containerization faces during the coming years. Still, in spite of problems the concept is spreading at a rapid rate. Where the first international containership routes were between developed countries with fairly well balanced import and export movements, now it is spreading to many of the less developed parts of the world. A principal reason for this is that in spite of very low labor costs in underdeveloped countries, the need to containerize these trades is coming about because of high labor costs in the U.S. and other developed countries, as well as the substantial savings in port time on vessels, even though containers may be "stuffed and stripped" right in the terminals.

Containerization and faster ships have allowed the surface carriers to compete more successfully with the aggressive air freight carriers. Containerization, it can be said, had to come, and by and large it has been a most successful innovation. It has been said that it has been the most dramatic improvement in cargo handling since the days of the Phoenicians in the Mediterranean Sea. It has definitely been a tremendous advance in the so-called "art of transportation."

FOOTNOTES

- (1) As quoted in Albany Port District Commission v. Ahnapee and Western Railway Co., 219 ICC 173
- (2) F.M.C. Docket 70-19 Intermodal Service to Portland, Oregon Served October 29, 1973
- (3) F.M.C. Docket No. 73-35 Intermodal Service of Containers and Barges at the Port of Philadelphia; and Docket No. 73-38 Council of North Atlantic Shipping Associations, et al v. American Mail Lines, Ltd. et al (mini bridge case)



Officially opening the Panama Canal, August 15, 1914, the old SS "Ancon" passes a slide in the area now known as Gaillard Cut. Since mud and rocks were still sliding into the Canal, the "Ancon" was a rather snug fit in the channel. It was here that the devastating slides occurred during construction days.

other nations, including U.S. Government ships (including warships) are charged tolls.

In observance of the 60th anniversary of the opening of the Canal, Canal Zone Governor David S. Parker issued the following message:

"Sixty years ago this month, the maritime nations of the world hailed an event that provided a new link in the lanes of international commerce. The Panama Canal, one of the outstanding engineering feats of the century, opened on August 15, 1914.

"The establishment of an avenue of access between the Atlantic and Pacific oceans was the fulfillment of a centuries-old dream that started in 1502, when Columbus explored these coasts.

"The determination, talent, and technical skills of the men who realized that dream set a standard of excellence that has served as an inspiration to all who were to be associated with the operation of the Canal in succeeding years.

"Now, as we reach another milestone in the life of the waterway, I think we can all take pride in that association. During the last sixty years nearly half a million ships of many nations have transited the Canal, carrying a wide variety of commodities to every corner of the world.

"Improvements have been made and new techniques developed to enable us to handle larger ships with greater efficiency. Projections indicate that with further improvements, we could nearly double the present capacity of the waterway.

"More than 15,000 people with a wide variety of skills and professions are engaged in running the Canal and its many supporting facilities. To all these men and women, Americans and Panamanians, must go the credit for maintaining the high standards of efficiency that have characterized the Panama Canal from the beginning. And whatever the future needs of world shipping, I am confident that those standards will be maintained."

Boston Has Been Resuscitated Into A New Port

by Andrew A. Bragg
Public Relations Department
Massachusetts Port Authority

Boston, Mass., August 5:—"Boston has cast off the old skin and has been resuscitated into a new seaport" - this is the fitting Oriental analogy heard throughout the Far East as voiced by Y. Herman Matsui, the Far East representative for the Massachusetts Port Authority.

One might wonder why Massport maintains an office in Japan. The answer is simply that Japan plays such a large role in world trade and particularly in the highly competitive area of containerization. The largest container ships to visit the Port of Boston (the Kurobe Maru, the New Jersey Maru and the Verrazano Bridge, which visited Boston July 27) all come from Japan, and the amount of other materials, such as scrap metal and automobiles, shipped between Boston and Japan is also tremendous. While only three states maintain representatives in Japan, seventeen U.S. ports maintain offices there.

As the head of Massport's Tokyo office since 1967, Matsui, who recently completed his annual visit to Boston during which he viewed the dedication of the new international terminal at Logan Airport named in honor of his friend John A. Volpe, and discussed the present status and potential of trade between Boston and Japan and the Far East with Massport Executive Director Edward J. King, has seen a close relationship developed between Boston and Japan in many areas.

Trade has boomed between Boston and Japan during this time, due particularly to the dramatic entrance of the Port of Boston into the crucially important area of international shipping by container, a field which boomed with the opening of Massport's Mystic Container Terminal in 1971. Air transportation has also risen dramatically as air cargo shipments between Boston and Tokyo via Logan have increased by 350 percent since 1969, and there are now five Japanese air freight forwarders operating at Logan.

Matsui, who was born in Portland, Oregon, speaks five languages and received his education at universities throughout the world, (including MIT, Columbia University, Keio University in Japan and Bombay University in India). He wrestled for Japan in the 1952 Olympics in Helsinki.

While there are 78 representatives of Massachusetts industries stationed in Japan, Matsui in representing Massport is considered the closest to being an official representative of the Commonwealth of Massachusetts, a position enhanced by his friendships with such figures as Sen. Edward Kennedy, Japan Prime Minister Tanaka and Minister of Trade and Industry Nakasone. He is regarded in Japan as an expert on all affairs involving the United States, and recently has spoken to Japanese audiences on subjects ranging from "The advantage of Japanese investment in Massachusetts" to "Comments on Kissinger and Nakasone to "Oil conditions in the United States."

Matui reports that the present economic outlook for Japan is completely different from that of a year ago. A



Massport Far East Representative Y. Herman Matsui, right, confers with Massport Executive Director Edward J. King during Mr. Matsui's recent visit to Boston.



The importance of trade between Japan and the Port of Boston was emphasized once again July 28 with the maiden visit of the M/V Verrazano Bridge to the Port of Boston. The largest container ship to visit Boston, the Verrazano Bridge is shown being worked by Massport's two huge container cranes at the Boston-Mystic Container Terminal.

year ago Japan's most prominent economic problems were its very large trade surplus and ever-growing reserves of foreign exchange which roused the ire of foreign trading partners such as the United States. At that time, under heavy pressure, Japan upvalued and "floated" the yen to reduce its advantage, and also removed many restrictions on importation of foreign goods and capital. In themselves these measures had a strong effect in reducing reserves and encouraging imports, but when combined with the petroleum crisis (Japan has no significant oil resources) the effect was tremendous and the economy was turned around. Now Japan faces inflation, a serious trade deficit, declining reserves, higher wages and declining competitiveness in world markets. In 1973 Japan's exports exceeded imports for the first time since 1968.

On the other hand general cargo exports from Boston are rising very rapidly, particularly at Massport's Boston-

Mystic Container Terminal, in part because of the great amount of trade between Boston and Japan. Although general cargo imports at the Port of Boston have traditionally exceeded exports by a ratio of ten to one, export cargo volume at the container terminal actually exceeded import tonnage (by 21,000 tons to 17,000 tons) in June, for the first time. This import/export balance results in more efficient shipping via the Port of Boston due to fuller cargo loads and less shipment of empty containers.

Matsui says that mini-bridge (shipment from the Far East to the U.S. East Coast by ship, to the West Coast and then across the country by train) is declining and that this combined with the entry into containerization from the break-bulk stage of many ports throughout the world and Boston's reputation as the fastest East Coast port in handling container cargo, will insure continued growth in container shipments between Boston and the Far East.

Among the major exports to Japan from Boston are automation machines, marine turbine engines, computers, high-grade electronic products, paper and scrap metal. Matsui began his involvement in shipping between Boston and Japan in 1959 when, while working for the Marubeni Co., a Japanese trading house, he masterminded the shipment of two aircraft carriers, the Sitocos Bay and the Coos Bay, from Boston to Japan to be salvaged for scrap metal. Last year 300,000 tons of scrap iron were shipped to Japan from Boston, the largest scrap exporting port in the United States.

There is a great amount of shipment of electronic components between Boston and Japan. Typically, small electronic components might be shipped from Boston to Japan to eventually be shipped back to the Port of Boston as part of larger product.

In 1973 \$6 million worth of shoes were shipped from Japan to Boston, but due to the golf boom in Japan, this was balanced by \$10 million in golf shoes shipped from Boston to Japan.

This year 20,000 Japanese made Toyotas will be unloaded at Massport's Castle Island Terminal. Some 90,000 tons of scrap paper will be exported from the Port of Boston to Japan. Such large quantities contrast with the fresh tuna and lobster which are shipped by air to Japan. Red tuna meat is called toro in Japan and considered a great delicacy.

Matsui encourages Japanese businesses not only to ship via Boston, but to relocate in this area. Japanese firms such as Sony and Sansui recently moved to Route 128 from California. Electricity costs four times as much in Japan as in the U.S. This combined with the great amount of "high grade" labor (engineers, etc.) in this area make Massachusetts an attractive site for Japanese businesses. Personnel cost in Japan has increased to the same level as in Massachusetts in the past few years.

Ports such as Seoul, Korea and Taiwan are making inroads in manufacturing compared to Japan due to lower labor costs. Basic consumer goods such as clothing are produced for far less in these areas and shipping methods are improving. Matsui, together with Massport Port Director Thomas T. Soules, recently toured developing ports such as Hong Kong, Manila, Bangkok, Bombay and Beirut. They found that these ports are no more than two years from containerization and that there is great potential for direct shipping with Boston.

Matsui promotes Boston-Japan ties in many areas. He is very active in the Boston Society of Japan which is based

Seaport Development on Maplin Sands

Port of London Authority

During the passage of the Maplin Development Bill the Government undertook to review the project and to consult with a number of bodies, including the PLA. In May of this year, to assist the Government in this review, the PLA made a submission to the Minister for Transport which gave full details of their proposals.

This accompanying booklet contains much of the detail forwarded to the Minister except that certain commercial and financial confidences have been necessarily omitted. Because of wide interest that has been shown in the PLA's plans they are being circulated in this form to the Press, all Members of Parliament, neighbouring civic authorities and representatives of users and customers of the Port of London.

Your attention is particularly drawn to the Foreword printed below. (B.C.J. Evans, Press Officer)

Foreword

The Port of London Authority's planned development of a seaport at Maplin is of the greatest importance to the long term development of the port, and the Maplin site has such outstanding natural advantages that its development as a seaport is of considerable significance to the United Kingdom as a whole.

In 1972, the Government gave approval in principle to PLA's proposals for a seaport at Maplin, subject to detailed approval of specific proposals to be submitted.

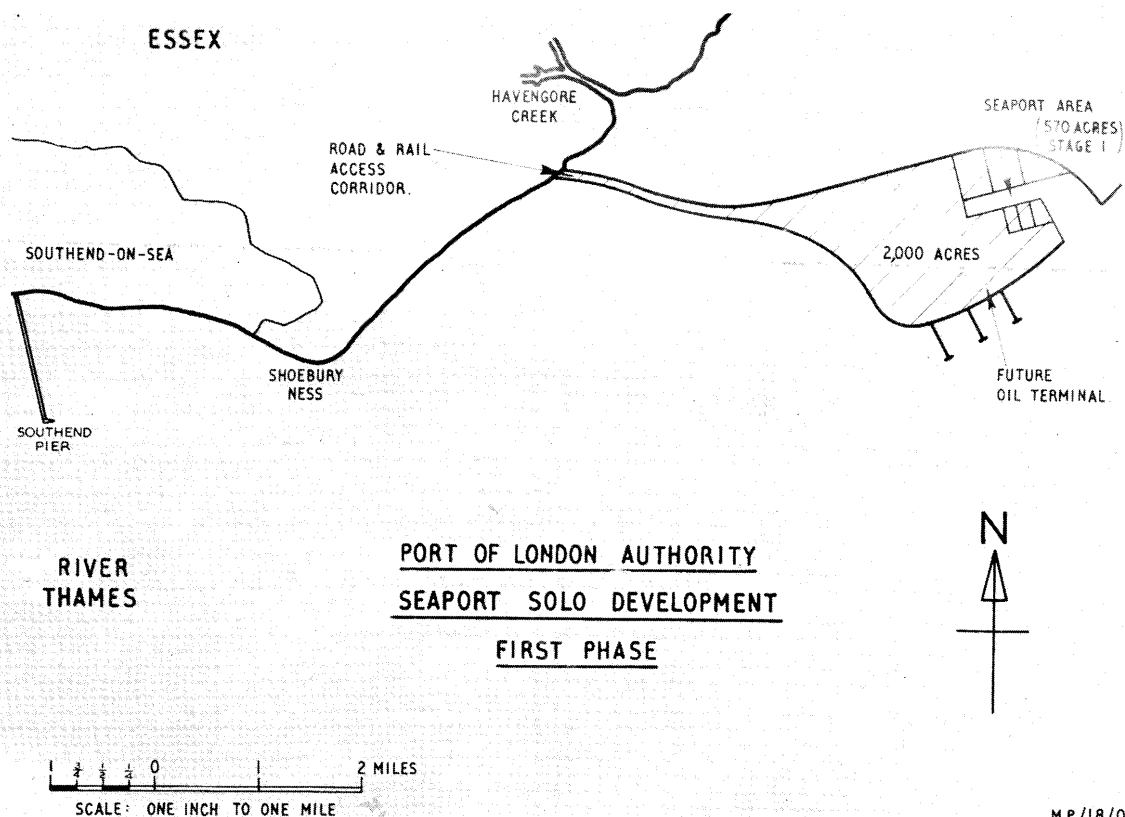
In 1973, during the passage of the Maplin Development Bill, the Government undertook to review the project and to consult with a number of bodies, including the Port of London Authority. PLA's latest submission takes account of many changes in circumstances since 1972 and, in particular, puts forward proposals for a seaport which would stand on its own, were the Maplin airport not to go ahead.

PLA discussed the value and importance of the Maplin site some ten years ago when statutory limits of the port were moved eastwards so as to include the site within the port area. Since then, about £1 million has been spent by PLA on research and field tests in confirming the character-

upon the many Japanese professionals who have studied in Japan (there are now 1,300 Japanese students in Boston). The society's purpose is to promote cultural and commercial ties between the countries.

Matsui recently served as a go-between in a Japanese group's \$1 million donation to Harvard to fund a Japan study program. He is actively pushing a plan underway to open MIT summer classes in Japan. His office works to bring about a closer relationship between Boston and Kyoto, Boston's sister city in Japan, and helps visitors from Massachusetts in any way possible.

Massport's man in Tokyo is busy looking out for this region's interests.



SCALE DRAWING OF MAPLIN SEAPORT SOLO SHOWING FIRST PHASE OF DEVELOPMENT, ITS GEOGRAPHICAL LOCATION AND RELATIONSHIP TO THE ESSEX COASTLINE

DRAWING PREPARED BY PLA MAPLIN DEVELOPMENT UNIT

Photo PLA

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June 1974.

M.P./18/047

istics of the site and the feasibility of the planned development. Maplin is by far the best area in the Thames Estuary for siting new port facilities. In terms of its geographical position in relation to both short-sea and deep-sea trades, the geological and hydraulic characteristics of the estuary and the large area of sheltered water with natural deep-channel approach in which it is situated, it is the best site for major seaport development in the south and south-east of England.

The seaport facilities at Maplin would, when fully implemented, occupy up to 2,500 acres of reclaimed land. The port would include a complex of modern, general cargo facilities predominantly for unit-load operations, deep-sea and short-sea and later a major deep-water oil terminal with associated tank storage, connected by pipeline to existing and proposed refineries in the Thames and Medway estuaries, and with a deep-water channel capable of taking the largest tankers that can pass through the English Channel.

The immediate proposal is to construct five unit-load berths (two deep-sea and three short-sea) with appropriate back-up facilities and infrastructure at a cost of £30 million to £40 million, dependent on which of three possible schemes is adopted. The existing deep-water channels will, with very little dredging, enable the largest container ships afloat or anticipated to be accommodated at any state of tide. The present world circumstances relating to the supply of oil have made it necessary to postpone the proposals for constructing the first stage of the oil terminal which, however, in the opinion of the PLA and some oil companies, will be needed in the early 1980's.

It is of the greatest importance to the future of the Port of London to provide new port facilities which will meet the development requirements of port users. Such facilities cannot be provided within the existing dock systems. Tilbury Container Port, which was a pioneering development and is the largest container complex in the United Kingdom, is now restricted in the context of longterm development, by virtue of its entrance lock limitations and the area of back-up land that can be provided. Its capacity will be exhausted by 1977/78. However, the planned Maplin development is not seen as superseding the other dock facilities in the Port of London but as complementary to them and as a logical response to the changing pattern of demand which is causing a gradual move of port facilities down-river.

In view of the Government's stated reservations about the construction of an airport at Maplin, the submission to the Minister contained alternative proposals for a seaport which would stand on its own or would be compatible with an airport if it were built later and which would not of itself require the removal of the MOD testing establishment.

The PLA have very much in mind that there are general environmental considerations by which the Government will wish to test the Maplin seaport proposal. The oil terminal proposals incorporate the concept of pipeline distribution of crude oil from the Maplin reception points, a measure designed to reduce to a minimum ship movements in the potentially crowded upper reaches of the estuary and the consequential risk of accidents and damage

(Continued on Next Page Bottom)

Ports of Bremen Expect to Handle 38 million Tons by 1985

Freie Hansestadt Bremen

Bremen (Draft of a first development plan for the Ports of Bremen): The total amount of goods handled in the Ports of Bremen is estimated to reach approximately 38 million tons in 1985. 20,2 mill. tons will be handled in the port complex of Bremen itself and 17,7 mill. tons in the port complex of Bremerhaven. This forecast is stated in the draft of a port development plan for Bremen, which Senator Oswald Brinkmann put forward in Bremen recently and which is to receive its final wording in spring 1975, after the comments of the many institutions involved in the Ports of Bremen have been heard.

The draft of this first port development plan, which was drawn up on the basis of a report by the Institute for Shipping Affairs, Bremen, aided by the Batelle-Institute, Frankfurt/Main, and the Bremen Committee for Economic Research, attempts to forecast the possible development of business in the ports by analysing and evaluating previous performance figures and the facilities of the Ports of Bremen. The final text is to be a help for the politicians in their decisions, but it is explicitly emphasized that the future planning of the ports must be as flexible as possible, in order to be able to revise decisions when this becomes

to the environment. Having regard to the growth in Thames-side refinery capacity that is taking place or being planned by the oil companies, PLA place the greatest importance on the timely provision of the Maplin oil terminal so that the highest level of navigational safety can be maintained in the port. Moreover, in environmental terms, it may well prove to be important to have a major deep-sea seaport that also provides short-sea links from the north side of the River Thames to French ports as well as to North-West European ports, thus avoiding the bottlenecking of traffic through Kent and the London area.

Customer demand will be the ultimate test of whether Maplin seaport is in Britain's interest. This is not a case in which the capacity of other British ports, expressed in terms of tonnage or numbers of containers, is relevant. The PLA is planning to meet the changing requirements of shipowners and shippers for larger ships and faster turnaround and for proximity to the European Continent. In this, they are supported by major shipping interests.

PLA believe very strongly that the proper and timely exploitation of this site is important to the United Kingdom as a counter to the massive and heavily subsidised port development in continental Europe. Maplin can help protect Britain from losing ocean traffic to the new European ports, which would force the British importer and exporter to incur transshipment costs and deprive Britain's economy of earnings on transshipment from her ports.

PLA are anxious to proceed with the Maplin seaport development quickly and hope for an early and favourable decision from the Government to enable them to do so.

necessary as a result of further innovations in the shipping business.

In the last 15 years the volume of ocean shipping in the world has increased by 7,8%. During the last third of this period the average increase was more than 8,2%. Therefore it is estimated that the average rate of growth for the period up to 1985 will be around 8,1%. The rate of growth for dry cargoes will be 5,9% (214% over 1972) and 9,5% for tanker cargoes (325% as compared with 1972). The average rate of growth for general cargoes will be about 7% (325% more than 1972). Apart from these increases in the volume of general goods handled, a further specialization in this traffic will take place. Containers will be introduced on the routes to South Africa, South America and India. This means that those port facilities which are designed for the conventional handling of general goods must be converted. In 1985 ocean transport using containers will amount to between 70 and 80 per cent of the total volume of general goods handled, on the basis of present estimates.

Priority for the facilities for general goods

Senator Brinkmann pointed out that, in view of the importance of the ports for the economy of the Bremen State (33%, i.e. 123,800 jobs are entirely, very much, or otherwise directly connected with the ports; further 15,5%, i.e. 58,100 jobs are indirectly connected with the ports!), Bremen would have to build sufficient new facilities, especially when the modernization and the increase, both quantitatively and qualitatively, in the capacities of existing facilities become inadequate to meet changing and growing technical and economic conditions. The Ports of Bremen will have, as the Senator said, one distinctive difference from all the other ports in the world: they would have a larger share of general goods of the total amount of goods handled. For this reason it is necessary to reconstruct and expand the Ports of Bremen as ports for general goods.

As Senator Brinkmann further remarked, Bremen is in favour of competition between the European continental ports. However, Bremen is not willing to increase competition "at any price". For this reason, it is not planned to build berths for giant vessels which exceed the capacity of existing facilities. Handling facilities for dry bulk cargoes can be expanded inasmuch as is necessary to fulfil present contracts.

The trend in ocean shipping towards increased mechanization and automation in goods handling as well as the grouping of smaller units of general cargoes into larger lots necessitate the construction of special port facilities. These facilities, or at least a part of them, cannot be built on the existing quays or existing sites without affecting port operations at present. Therefore it is essential to plan and construct new facilities.

The port complex of Bremen

On the other hand, Senator Brinkmann pointed out that the existing facilities for the conventional handling of general cargoes in the port complexes of Bremen and

Bremerhaven were entirely adequate at present. He said that there was no indication that, for the period up to 1985, new facilities for conventional traffic would have to be installed to any great extent. However, Senator Brinkmann considered it necessary to build a new handling facility with up-to-date equipment and sufficient marshalling areas for the handling of bulk general goods (paper, cellulose, wood) on the east side of Basin No. II in the Neustädter Hafen with a quay length of about 800 metres and a working area of about 300,000 sq. metres. Basin No. I as a connection to further basins in the area of the Neustädter Hafen could be used for the transfer of cargoes from ship to ship, as the quay could not be used there for transfer from ship to land. The reconstruction of Basin No. III would be necessary around the middle of the next decade, according to previous trends. In this area it would be possible to construct two quays with a length of 1,500 metres each and a storage and marshalling area of more than one million square metres.

Speaking about the current investigations with regard to the construction of a traffic centre in the area of the Neustädter Hafen, Senator Brinkmann was of the opinion that this centre could serve as a giant handling facility for intermodal traffic, as a distribution centre for imported goods, as a consolidation centre for outgoing cargoes, as an automobile park, as a distribution warehouse for the city and surrounding districts, and also as a storage area and storage building. Of course, the final function of this traffic centre had not yet been decided.

The extension of the dock facilities on the left bank of the river Weser made it necessary to expand the railway facilities as well. So it would be necessary to enlarge the railway station in Rablinshausen, when work on the expansion on the east side of Basin No. II had begun. A further station of the same size as for the completed Basin No. II would have to be built for Basin No. III. If the plans for a traffic centre are realized, special railway tracks with a bridge over the river Weser would have to be built.

Speaking about the facilities on the right bank of the river Weser, Senator Brinkmann explained that the quay walls and banks in the Überseehafen, especially in front of Sheds Nos. 13 and 14, would have to be renovated. It was intended to widen the spaces in front of the transit sheds and perhaps to remove the loading ramps to enable even faster handling. On the northern side of the Europahafen the existing open area to the north of Shed No. 3 is to be used for the handling of general cargoes. This could be achieved by reconstructing the southern jetty of the Europahafen. Within the Industriebahnhof area, the bottom of the Oslebshausen lock would have to be dredged. Moreover, various construction measures would have to be carried out in the lock and in the Vorhafen (outer basin). A berth for K-1 tankers would have to be built in Osterort. Apart from these measures, the transport facilities landwards would have to be adapted to an increasing density of traffic. The increase of traffic in the Industriebahnhof as well as in the Holz- und Fabrikenhafen would require full use of the inlandshafen railway station and its substation Holzhafen. For this reason, a new marshalling ramp, a DR signal-box, the extension of the tracks and the laying of additional tracks were all necessary. The same measures were also necessary, by the way, for the Bremen-Zollauschluß railway station. A further embankment would have to be built for the port railway, which operates the railway services between the Inlandshafen station and the

Zollauschluß station.

The port complex of Bremerhaven

Further construction measures would also have to be taken in Bremerhaven, as Bremerhaven's share of the tonnage handled in the Ports of Bremen would increase to nearly 47% (17.7 million tons) by 1985. Without doubt, first priority would have to be given to the southern part of the Columbus Quay (Passenger facility I), which is no longer required for passenger services and can therefore be re-equipped as an ultra-modern facility for new services, especially to and from China and South Africa. The container terminal in Bremerhaven would reach full-capacity level in the next period of office, under consideration of previous trends. Therefore the terminal would have to be extended southwards by a further (fourth) berth.

As the southern part of the Columbus Quay is now used for the handling of general goods and the other parts of the facility are used for passenger services, this area cannot be used as a berth for the large vessels built by Bremen shipyards. As a substitute, a berth situated on the southerly extension of the new berth of the Stromkaje, which is now being planned, is to be provided for these vessels. Senator Brinkmann also recommended the reconstruction of the Kaiserhafen in the second half of the period. The facilities were out-of-date and at present had to be maintained at a relatively high cost. On the basis of previous trends, new facilities for the loading and discharging of containers would have to be provided in about two to three years' time, in order to be able to use the existing sheds in the Kaiserhafen for indirect conventional handling. Furthermore, the dual lock of the Fischereihafen would have to be extended, as it hindered traffic even now. In connection with this, the navigable channel from the dual lock to Shed No. 10 would have to be deepened to a water depth of 8.5 metres. On the other hand, the walls on the east side of the Fischereihafen would be extended with an embankment to accommodate the firms settling there. At the request of the town council of Bremerhaven, it is also being investigated at the moment whether it would be possible to build a yacht harbour on the west side of the Fischereihafen No. II.

Senator Brinkmann emphasized further that the quay and harbour walls would have to be renovated, as they were partly a danger to operations. The Kaiser lock would have to be improved from both a construction and a technical point of view, and the large swing-bridge would have to be reinforced. The Senator was of the opinion that further renovations would have to be carried out in the Fischereihafen, such as, for example, the reconstruction and modernization of transit sheds, the rationalization of technical equipment, the modernization of storage and marshalling yards, the modernization of workshops and also the improvement of roadways.

Various measures were also necessary with regard to the railway facilities in Bremerhaven. For example, the railway control building in the Überseehafen would have to be moved, as it was not situated at the real centre of traffic. The harbour railway was to be connected more efficiently to the railway station in Speckenbüttel. A direct connection was in any way necessary once the Kaiserhafen station had been moved, Senator Brinkmann said. The rapid connection of the Überseehafen in Bremerhaven to the autobahn was also of great importance. Moreover, a new customs gate with facilities for lorries in the area to the east of the iron-ore storage area in the so-called Planhafen, a tributary

road with a junction at the new Bundesstraße 6 for the Fischereihafen, and a tunnel from the Fischereihafen to Wulsdorf were all at the planning stage.

Port structure has been a success

As Senator Brinkmann further pointed out, a great deal of the competitive ability of the ports is due to the structure of the Ports of Bremen. The main characteristic of the Bremen system is the participation of various individual enterprises in the movement of goods in the ports. The handling of general cargoes and liner services, and all activities involved, in the area of the Freihafen is the business of the Bremer Lagerhaus-Gesellschaft. This company is, however, not permitted to carry out stowing and forwarding work.

This system has proved successful in this part of Bremen's economy. For this reason, all the institutions in any way connected with the work of the ports are in favour of a continuance of this system. There are cases though where it must be examined whether new ideas which do not fit into this system can be encouraged and developed, without threatening this basic structure. Senator Brinkmann remarks in this connection that close co-operation between the Bremer Lagerhaus-Gesellschaft and those firms not under state control or those in which the State of Bremen had no capital interests was very necessary for the success of the port.

Social status of the dock workers must be improved

With regard to the situation of the dockers, Senator Brinkmann emphasized that the total number of dock workers had decreased, namely from 8,500 in 1963 to 7,135 on 1.1.1973 (= 15%). This downward trend was contrary to the upward development in the handling of goods. The development of the number of dock workers in the opposite direction to the development in the movement of goods was due to the increased rationalization and mechanization of the work through the use of modern and efficient conveying equipment and cranes, and also by the use of container and roll-on/roll-off systems.

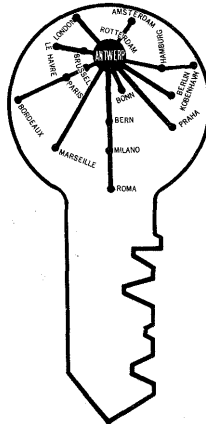
On the other hand the number of white-collar workers and craftsmen continued to rise. An increase of 27% was recorded in the above mentioned period. The dockers' familiarity with the technical equipment and the working conditions determined by these machines had led to a new feeling of understanding and self-confidence among the dock workers. The docker in his day-to-day work now had almost the same status of a skilled worker in industry and could indeed be well compared with the latter in many of his functions. The picture of the docker as an unskilled labourer, as it was in former times, could now be found only in a very small number of jobs. On the other hand, it had to be said that the structural changes in the ports had no effect on the social status of the dockers.

The dockers had shown their willingness and mobility by adapting themselves to the changing demands made on them by the port. Those people responsible for the port now had the task to see that social status of the docker was made equal to that of a skilled worker in industry. For this reason, a committee composed of representatives of the dockers' employers and the trade union (ÖTV) had been formed during this period of government office. The committee had a certain amount of success in the last two years, although the main problem, namely the improvement of the social status, still had not been solved. The city of

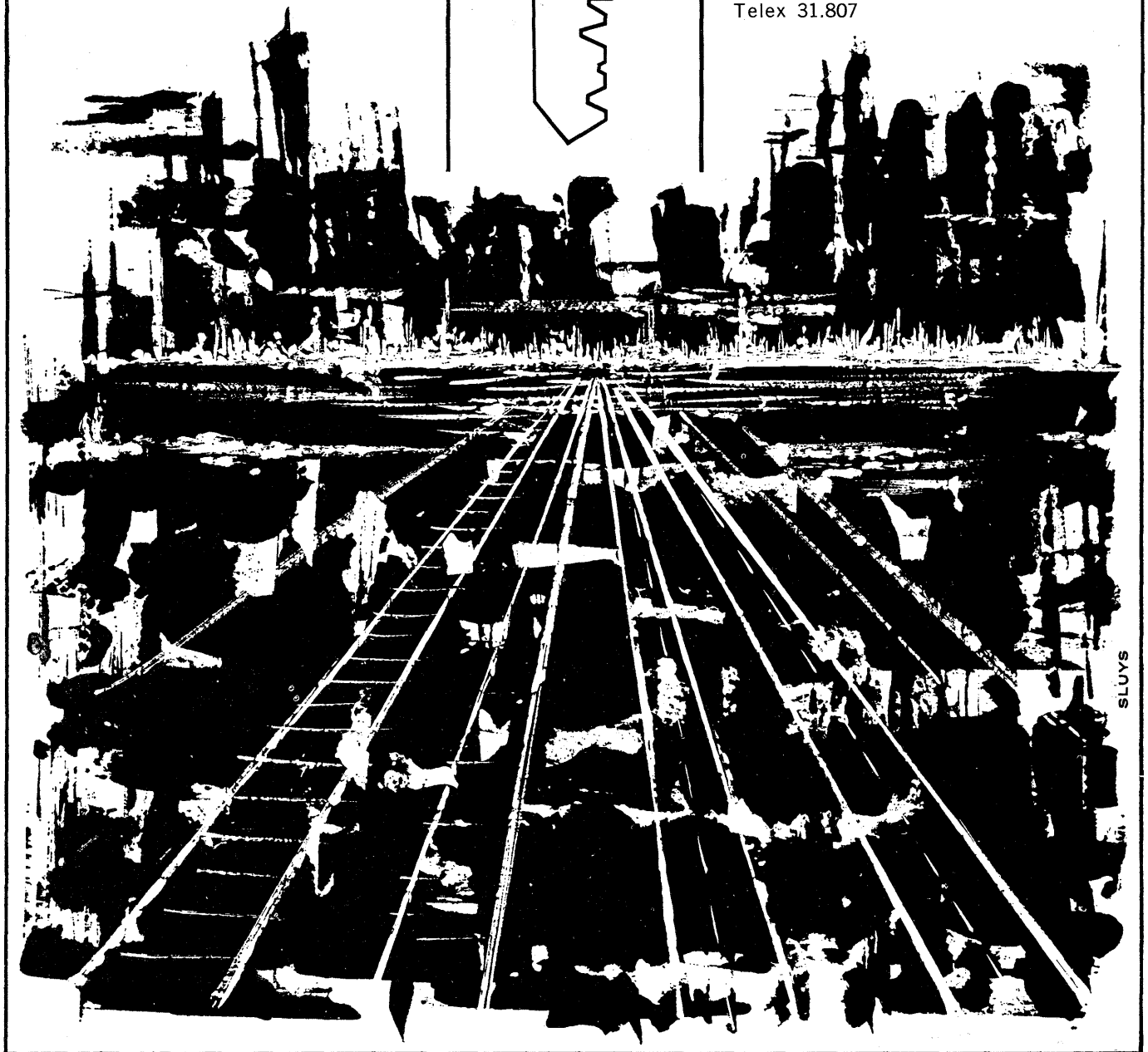
Bremen would encourage the future work of this committee or might even take over the work itself in order to bridge the gap between the work done and the legal and social consequences. Bremen could do this as she took no part in tariff negotiations, but, on the other hand, was politically responsible for the ports.

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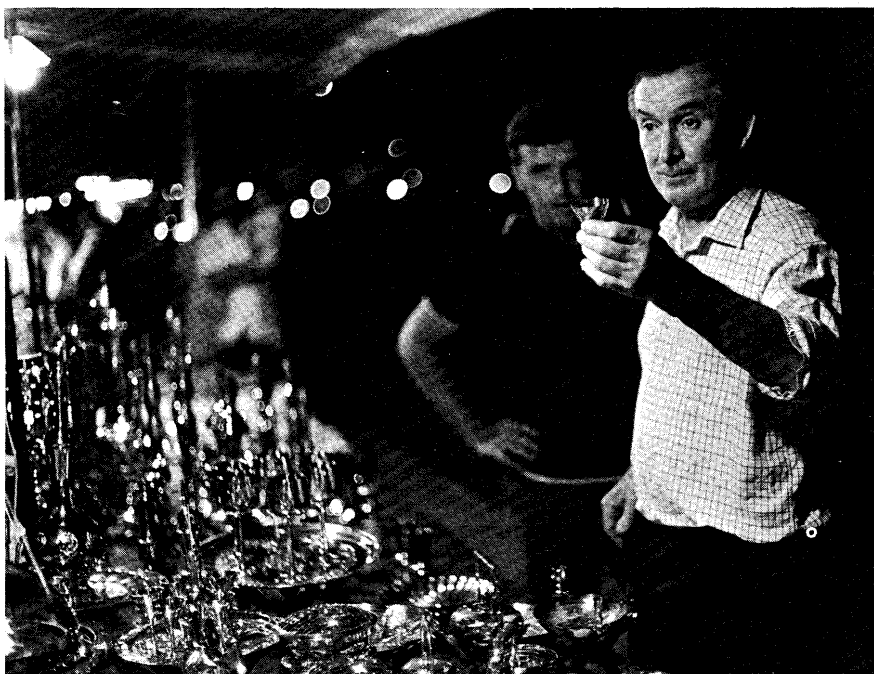
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Shopping in Singapore



What would you like to buy here? Typewriters, cameras, tools?



Shopping for silver-ware at a Pasar Malam (Night Market).

SINGAPORE - Venue for the 9th IAPH Conference, provides a wide range of activities for delegates. One of them is shopping, an activity which not only the delegates will enjoy but more so by their accompanying ladies.

Shopping in Singapore can be an exciting as well as an enjoyable experience - the numerous shopping complexes which have recently been established provide modern facilities to allow the shopper to shop in comfort.

Whether you are shopping in a modern multi-storey shopping complex equipped with fast-moving escalators and piped-in music or a small shop selling precious stones or by the colourful Pasar Malam (night market) where goods are displayed by glowing lamplight, Singapore offers you a wide range of the world's goods at reasonable prices. In Singapore, goods from all parts of the world vie with exotic local products. Countless bargains await you.

→Shop for cameras while you're in Singapore.

→A Pasar Malam (Night Market) in operation.

The shops in Singapore offer a very wide variety of goods from costly antiques for the sophisticated art collector to moderately prized bargain items for the souvenir hunter. There is no one central shopping zone in Singapore but shops selling similar items tend to congregate together.

The ever popular Change Alley, a small lane with shops on both sides abounds with bargains galore and unique momentos. Remember this tip – never accept the first price that is quoted here. Haggle a little. It is part of the sale and the shopkeeper enjoys it just as much as you do.

Next on your list should be People's Park Shopping Complex which encompasses 4 storeys of shopping area occupied by more than 350 shops. The Complex started as a bazaar where goods were sold from attap-roofed stalls. Other complexes include Supreme House, Shaw House, The Orchard and Tanglin Shopping Centre. These complexes house department stores, beauty parlours, boutiques, jewellers, restaurants, coffee houses, antique shops and photographic studies.

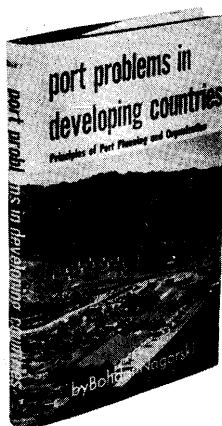
While in Singapore, take a stroll by the Pasar Malam (Night Market) where hundreds of colourful stalls get together every evening of the week at different sites and display their tempting wares. An incredibly wide range of goods are put up for sale at a Pasar Malam.

An arcadia of tantalising bargains and intriguing antiquity await you at Thieves' Market where merchandise such as army disposal gear to the latest pop record can be bought. It's been said if your home has been burgled, get to Thieves' Market the next afternoon and you would probably be able to buy your valuables back very cheaply.

No matter what it is you want to purchase - Ming porcelain, Indian lacquerware, Batek voile, cameras, carpets, clothing, crocodile goods, electrical products, jewellery, perfumes, watches or handicraft - you'll find it in Singapore. Shop around when you're here.

→The street is transformed to become an open shopping area by night.





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Orbiter Probe

Topics

Modern port management in Africa

Geneva, 29 July (ILO News):—African port managers and dockers will study ways of adjusting to the changes imposed by modern developments such as containerisation when they meet at a seminar to be organised by the International Labour Office in Mombasa, Kenya, from 2 to 14 September 1974.

The seminar, financed by the Swedish International Development Authority and held in collaboration with the Government of Kenya, will be attended by about 25 participants from African port authorities, operators and unions.

Participants will exchange ideas about alleviating unrest resulting from cuts in the dock labour force, training for new skills, welfare facilities and the protection of dock workers' lives and health.

Transport management trainers

Geneva, 29 July (ILO News):—A six-week course for 20 trainers in road transport management from Africa and the Middle East will begin at Bakkerne, Denmark, on 12 August 1974.

Its aim is to help developing countries make better use of modern transport technology, improve the status and conditions of their transport workers and raise service and safety standards in their road transport industries.

The \$70,000 project, financed by the Danish International Development Agency and Britain's Overseas Development Administration, will be organised by the International Labour Office.

2nd IADC Dredging Day

The Hague, Press Bulletin, International Association of Dredging Companies):—**Second IADC Dredging Day to take place on October 4th, 1974 in conjunction with Ocean-expo-Offshore 1974 at Bordeaux, France.**

The International Association of Dredging Companies will organize a one-day session on the present and future developments of dredging on 4th October 1974, the fourth day of the 2nd International Colloquium on the Exploitation of the Oceans. (Refer to "Ports and Harbors" March 1974, page 44.)

This Colloquium will take place at Bordeaux, during the Oceanexpo 74, the international exhibition of equipment, materials and services related to the industrial activities offshore.

The Colloquium of which H.R.H. the Prince of the Netherlands is Honorary President is placed under the High Patronage of Mr. Jacques Chaban-Delmas, Deputy-Mayor and President of the urban community of Bordeaux. It will represent a forum for ideas, facts and discussions which can try and lead to the solution of conflicts already arising from

the encounter between the different forms of exploitation of the oceanic resources or from the contradictions which may arise between the various categories of users; such as oil companies, mining interests, dredging operations, navigation, fishing and sea-farming.

In addition to technical services as for the reading and discussion of papers on such themes as the industrial use of the continental shelves, management of the coastal zone, exploration of great depths and provisions for the exploitation of their resources, measuring systems for the analysis and protection of the environment of marine engineering works, maintenance of the value of fishery products, the Colloquium will have "Crossroads" sessions which will provide the assembled specialists with possibilities of confrontation and discussing their own preoccupations with those of other users of the Ocean spaces and shores, so that a useful understanding can be attained.

In this respect, the discussions between dredging men, fishing men and those responsible for the management of the coastal zone can be of great interest in the Bordeaux Colloquium.

For more information refer to:

Mr. N. Oosterbaan
Public Relations Officer
International Association of
Dredging Companies
Duinweg 21
The Hague 2011
The Netherlands.

New Book:

"Industrial Port Development"

R.E. Takel, M.Sc., F.R.I.C.S., M.C.I.T.

Estate Surveyor, British Transport Docks Board, South Wales

In the last twenty-five years there has been the greatest revolution in port development and operation for over a century. This revolution is seen in part in Britain, particularly in cargo handling methods and in scattered and sometimes isolated sites providing for big ship development. It is seen more completely on the Continent of Europe and elsewhere, with examples of fully integrated port and industrial areas on a scale not known before.

In three parts the book discusses the current transformation of ports, the concept of industrial ports; the principals of ownership of port industrial areas and of land use; and finally the long term prospects which may affect these factors. There are many illustrations, maps and statical tables. 9 1/2 x 6 3/8 in. (241 x 162 mm), 262 pages, 49 illustrations. U.K. £8.00 net March 1974. Scientifica Publishers Ltd., 42-44 Triangle West, Bristol BS8 1EX, U.K. THE AUTHOR entered the surveying profession in 1939 under the Surveyor and Estate Agent to the Great Western Railway. After war service in the Royal Engineers, he qualified as a Chartered Surveyor and gained experience

both in the transport industry and in New Towns before appointment as Estate Surveyor to the South Wales Ports in 1955. Subsequently, he played an important role in the reshaping of these ports to form a viable modernized port system and was a pioneer in port land planning.

The sequel to this work was a period of research with the University of Wales Institute of Science and Technology which resulted in the award of the degree of Master of Science in Maritime Studies for research on port development. He is the author of a number of technical papers and studies and has lectured widely on port planning and development. In 1972 he was invited to lecture at the port training course held in Sweden under the auspices of the United Nations Conference on Trade and Development.

His interests include town planning and the history of transport and he is currently working with Professor A. D. Couper of U.W.I.S.T. on a study of the development of the ports of Wales.

Traffic surge at the Port of Toronto

Toronto, Ontario August 13 (Toronto Harbour Commission):—The Port of Toronto, a major general cargo port in the Great Lakes system, is experiencing an upsurge in tonnage after a poor start.

A strike by St. Lawrence River pilots early in April caused a diversion of general cargo from the port. Just how much is not certain at this time but at least two ships were forced to discharge Toronto-bound cargo at other ports.

The strike also meant that fewer lake ships visited the port during the first two weeks of April.

A surge of ocean and lake traffic during the month of July has improved the Port of Toronto tonnage totals for the first four months of the shipping year, according to figures compiled by the Toronto Harbour Commission.

The increased flow of cargo through the Port has boosted domestic tonnage from a minus figure at the end of June to a plus figure at the end of July.

Overseas tonnage, which showed a 28 per cent drop at the end of June increased enough in July so that the gap was narrowed to 16 per cent.

Domestic tonnage at the end of June amounted to 789,184 tons compared with 831,429 tons in the corresponding period last year, a drop of 42,245 tons or five per cent. Trade improved sufficiently so that domestic bulk cargo totalled 1,071,266 tons at the end of July compared with 1,069,843 tons for the same period last year, a gain of 1,423 tons or just under one per cent.

End-of-June figures show the port handling 192,118 tons of ocean cargo compared with 266,685 tons in 1973, a decrease of 74,567 tons or 28 per cent. The amount at the end of July indicates that 295,788 tons of foreign cargo moved through the port compared with 353,965 tons for the identical period last year, a decrease of 57,177 tons or 16 per cent.

The port's Container Distribution Centre increased the number of containers handled from 4,049 boxes (20-foot equivalent units) to 6,700 in the April-July period. This represents a boost of 2,030 containers or 50 per cent.

It appears that tonnage is down at most Great Lakes ports notes Captain W.S. Culbertson, the port's director of terminal operations. He points out that a world shortage of steel and the high cost of chartering ships are two of the

reasons for the slackening of world trade.

Early last January, port officials looked at trade projections for the coming season and envisaged a slight increase in domestic cargo and predicted a holding pattern for overseas business. As can be seen from the totals for the first four months, the forecast is holding true.

However, a strike by engineers and deck officers of Canada's Great Lakes fleet early in August will certainly have some effect on domestic shipping. Just how much won't be known until port statisticians can compare figures for corresponding periods.

Facts about The Netherlands Antilles

(from Netherlands Antilles Economic Bulletin, May/June 1974, Tokyo):

Location: The Netherlands Antilles consists of six islands in the Caribbean, which can be divided into two groups. The Leeward Islands, Aruba, Bonaire and Curacao, are located off the coast of Venezuela; the Windward Islands, St. Maarten, Saba and St. Eustatius, are located east of Puerto Rico.

Numbers: The total number of inhabitants is 220,500, with a total area of 383 square miles. The capital-city, Willemstad, has about 70,000 inhabitants. All islands enjoy a mild tropical climate with an average temperature of 81°F, and because of the Trade Winds, the nights are cool. The yearly rainfall is less than 40 inches.

Government: The Netherlands Antilles is autonomous and an equal partner in the Kingdom of the Netherlands. It has its own democratic government, which is elected by the people. Head of State is Queen Juliana of the Netherlands, who is represented by a Governor. The six islands administer their own internal affairs, while the central government in Willemstad handles all matters which are of national interest.

Entry requirements: Japanese nationals can enter the Netherlands Antilles without visa for 14 days. This period can be extended up to three months. A proof of identity and the necessary documents for further travel elsewhere, are required, next to a valid small-pox vaccination.

Travel: Many airlines serve the Netherlands Antilles and have regular flights to Aruba and Curacao. The A.L.M., our national airline company, takes care of inter-island connections with DC-9's. For international connections from New York and Miami to the Netherlands Antilles, DC-8's are used. Apart from the cruise-lines, many international freight-ships call regularly on the Antillian ports.

Currency: The currency is the Antillian Guilder (NAF), which is very stable and covered by gold. The rate is 1.79 Antillian guilders to the U.S. dollar, or INAF=160 yen.

Curaçao oil terminal expects first V.L.C.C.

(from Netherlands Antilles Economic Bulletin May/June 1974, Tokyo):

The Curaçao Oil Terminal is at the moment making preparations to be able to receive its first load of oil in June.

The first V.L.C.C. tanker that will arrive at the jetties of the Oil Terminal will be the 215,370 tons Shell-tanker "Metula".

The unloading of the oil, which constitutes the official inauguration of the first phase of the project, will be accompanied with a short ceremony.

In the beginning of last May, the construction of the first jetty was completed. It is the largest of the four jetties the Oil Terminal will have disposal of in the future, and can accommodate fully loaded V.L.C.C. tankers of up to 530,000 tons.

The depth of the sea-bottom in front of the jetty has been dredged to a depth of 31 meters. The jetty also has a tower with a height of 33 meters above sealevel. The tower contains an elevator that adjusts the gangway to the height of the deck of the tanker.

When the project is completed, the Curaçao Oil Terminal will have a total tank capacity of 16 million barrels, with a transshipment capacity of 825,000 barrels per day. With these facilities, in the country, the Netherlands Antilles will pay a role of extreme importance in transshipping crude to the western hemisphere.

Bids for TOFC/COFC Project received

Baltimore, Md., August 24 (News from Maryland Port Administration):—A major expansion of the port of Baltimore's trailer-on-flatcar/container-on-flatcar (TOFC/COFC) facilities moved a step closer to reality today.

The Maryland Port Administration announced apparent low bids for work that will result in the construction of a rail yard at Dundalk Marine Terminal to handle TOFC/COFC traffic. Placing an apparent low bid of \$5,691,622.10 for the project was P. Flanigan and Sons, Inc., of Baltimore. Apparent second lowest bidder was Harry T. Campbell Sons' Company, of Towson, Md., with a proposal of \$5,765,965.90.

According to the MPA, an agency of the Maryland Department of Transportation, work to be performed under the contract includes the construction of a 17-acre container rail yard, bituminous and concrete paving, some 17,700 linear feet of trackwork, outdoor lighting, all utilities and drainage.

A TOFC operation is when a container or trailer plus its wheels is placed on top of a railcar for transport. COFC consists of putting the container without its wheels on a flatcar. The operation is important in moving containers quickly and efficiently from one point to another via rail.

The current trend for movement of 20- and 40-foot boxes inland is by way of rail due to the tremendous increase in container traffic. Completion of the TOFC/COFC yard at Dundalk will provide Baltimore with rail-container facilities that are among the finest and most modern on the U.S. Atlantic Coast.

The new rail yard, located in the northeast section of Dundalk Marine Terminal less than one-half mile from container receiving areas, will greatly expand the 550-acre terminal's TOFC/COFC capabilities. It will have a total of five main tracks for TOFC/COFC operations as well as two support tracks. The yard's capacity will be 85 TOFC/COFC cars and 40 cars on the support tracks, for a total of 125 railcars.

The terminal's interim TOFC/COFC facility currently has a capacity for 26 railcars on two tracks. TOFC/COFC operations are open to all railroads serving the port of Baltimore.

Construction on the project is expected to take approximately 15 months, with completion hoped for by early 1976.

The TOFC/COFC operations at Dundalk, the port of

Baltimore's center for container activity, have increased significantly in recent months. Since the development of interim TOFC/COFC operations at the terminal in July 1972, the number of containers handled through this process has increased from 600 a month to about 3,600 a month, as of July 1974.

Overall container traffic at Dundalk through the first six months of 1974 has registered 84,030 boxes and 1,125,011 tons, increases of 4,338 boxes and 211,555 tons over the same point in 1973.

All construction bids received by the MPA must be tabulated, reviewed and approved by the Port Administration's Engineering Department, the State Attorney General's Office, the Maryland Department of Transportation and the State Board of Public Works before a contract can be awarded.

Houston delegation to Europe

Houston, Texas, 8/16/74 (Port of Houston News Release):—A delegation from the Port of Houston will leave September 6 on a three week, nine-city tour of port cities in Great Britain, Scandinavia and Western Europe.

Warner F. Brock, Port of Houston commissioner; George W. Altwater, executive director of the Port; and C. A. Rousser, general sales manager for the Port, will tour the facilities of the various ports and meet with trade groups and other port related industries in the nine cities.

The three Houston representatives will visit London, Glasgow, Gothenburg, Oslo, Hamburg, Bremen, Amsterdam, Rotterdam and Antwerp to discuss the Port of Houston's \$40 million improvements program with port officials, shippers, steamship agents and freight forwarders in those cities. A luncheon, reception or dinner will be sponsored by the group in every city but Amsterdam.

The Port of Houston is third largest in the United States in tonnage with more than 88 million tons of cargo handled in 1973. Countries to be visited on the tour rank among the largest trading partners of the Port of Houston with West Germany standing second, The Netherlands fourth, Great Britain sixth, Belgium Twelfth, and trade between Houston and Sweden and Norway becoming more active every year.

Construction at Barbours Cut

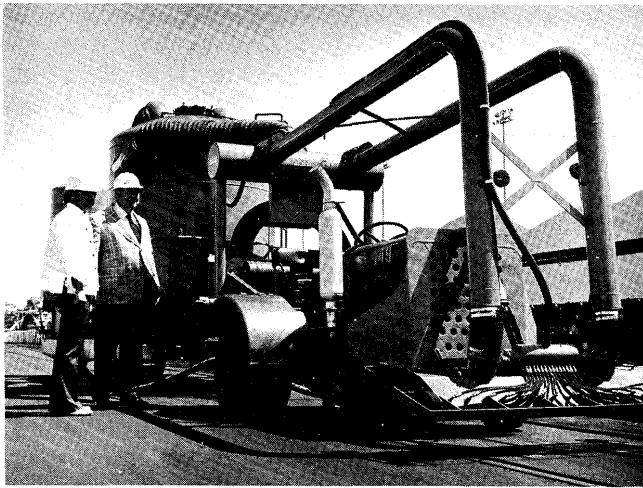
Houston, Texas, 8/8/74 (Port of Houston News Release):—Construction and dredging for the Port of Houston's Barbours Cut terminal LASH/Seabee Berth Number 2 will begin in late August.

Contracts for the construction and dredging were approved at the August meeting of the Port of Houston Commission. The berth itself, consisting of two rubber-cushioned breasting dolphins and six smaller mooring dolphins, will be built by Mid-Gulf Industrial, Inc., at a cost of \$259,700.

Dredging of 1.9 million cubic yards of bottom soil at the berth and in the adjoining Barbours Cut Ship Channel will be done by American Dredging Co. At 50.8 cents per cubic yard, the cost will be \$1,015,200.

Approximate completion time for the new berth is 24 weeks. When it is finished, it will serve as an overflow berth for barge-carrying vessels whenever the existing U-shaped pier of Berth Number 1 is occupied by a barge-carrying or barge and container carrying ship.

Construction already is underway at Phase II of



UNIQUE POLLUTION FIGHTER UNVEILED IN PORT OF LONG BEACH: Looking for all the world like a Rube Goldberg invention, a unique wash-off and whoosh-up street sweeper was recently demonstrated at the Metropolitan Stevedore Company's Pier G bulkloading terminal in the Port of Long Beach. The \$50,000 prototype is capable of speeds up to 5 miles an hour, scouring and vacuuming petroleum coke dust or other types of bulk commodities up to one inch in diameter into a holding tank for disposal elsewhere or for recycling back into the coke sheds. It was developed by Metropolitan and Thompson Tank Company of Long Beach, which annually ships 100 vacuum trucks to the petroleum industry all over the world. Metropolitan president Alan R. Ide, builder Dave Thompson and other pollution experts seem agreed that the giant device should meet strict air pollution standards.

Barbours Cut Terminal which will provide wharves with container cranes and marshalling areas for container vessels when completed in approximately two and a half years.

New appointments

Los Angeles, Calif., August 21 (Port of Los Angeles):—Port of Los Angeles General Manager Fred B. Crawford today (August 21) announced to the weekly meeting of the Los Angeles Board of Harbor Commissioners his appointments of Edson W. Clocksin, 56, to the position of First Deputy General Manager with the working title of Assistant General Manager, and Edward L. David, 45, to the position of Second Deputy General Manager with the working title of Director of Port Operations.

Clocksin, a twelve-year veteran of port administration, has been serving as manager of the Port of Grays Harbor, Washington since 1965.

David, with 14 years service in various management positions with the San Francisco Port Commission, has been deputy port director of that port since 1965 and is currently acting port director.

Both men are expected to assume their new positions in approximately 30 days.

Harbor Commission President Frederic Heim and other members of the Commission who had previously interviewed the new appointees approved the general manager's recommendation that the two positions remain civil service exempt and concurred strongly with the general managers choice of assistants.

Clocksin, filling a position vacant since July 1972, will receive a starting annual salary of \$41,739 and will assist the general manager in directing and coordinating operations and activities of the Harbor Department, and will review and supervise major functions of the Department.

David, filling a position vacant since June 1973, will receive a starting salary at a step in the salary range to be determined at the August 28 meeting of the Board of Harbor Commissioners. That salary range is \$31,925 to a top of \$39,546.

Interest charge on delinquent invoices

Los Angeles, Calif., July 31 (Port of Los Angeles):—An interest rate of one percent monthly on delinquent invoices has been adopted as a temporary amendment to Tariff No. 3 at the Port of Los Angeles by the Board of Harbor Commissioners today (Wed.-7/31).

The interest charge on delinquent invoices has been recommended by the American Association of Port authorities and the California Association of Port Authorities.

A similar permanent amendment also will be considered by the Los Angeles City Council, which has the authority to make changes in the Port tariff. The City Charter also gives the Harbor Commissioners power to make temporary adjustments in the tariff for periods up to 90 days.

Tariffs at all California ports except Los Angeles have previously had the charge included.

Port managers indicate that the interest charge should help minimize the number of delinquent invoices in the Port.

Higher rentals for leases

Los Angeles, Calif., July 31 (Port of Los Angeles):—The Board of Harbor Commissioners today (Wed.-7/31) adopted nine percent as the rate of return on the estimated fair market value of the land and water areas in the Port of Los Angeles for the 1974-75 fiscal year.

This rate will be used in establishing rentals for all leases, permits, agreements and preferential berth assignments at the Harbor.

The new rate is one percent over that of the past three fiscal years. Eleven other ports and municipalities with similar leasing activities were studied. Five of them were found to have a rate of return greater than eight percent.

A survey of five major banks was made to determine the current prime interest rate and the rate of return expected on land from Triple "A", or best tenants. The results indicated that a prime interest rate of 12 percent and rate of return of 8-1/2 to 10 percent existed on July 1 of this year.

46 years of service

(Port of Mobile, June 1974):

As we celebrate our forty-sixth birthday, we pay tribute to the many farsighted people whose vision and hard work have enabled the Port of Mobile to take its proud position among the major seaports of the world. We would like to particularly acknowledge the support of Governor George C. Wallace, who has placed development of the Alabama State Docks high on his list of priorities during all his administrations, and to the Alabama Legislature, which has recognized the vital role that the Docks plays in the

(Continued on Page 32)



$$c^2 = b^2 + a^2?$$

Exactly. The square on the hypotenuse equals the sum of the squares on the other two sides. You see NKK is a kind of right-angled triangle insofar as it has three sides to its business, and the activities of two of them are closely related to those of the third.

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one side, with heavy industries on the second side and steelmaking on the hypotenuse...three NKK divisions converging at an angle but working in parallel.

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(Continued from Page 30)

economy of the State of Alabama. As we move forward into the seventies and beyond, we pledge to continue our efforts to improve facilities and service so that the Port of Mobile can make an even greater contribution to the economic well-being of our state and nation.

— The Employees of the Alabama State Docks

New executive director named

New York, N. Y. Aug. 8 (News from The Port Authority of NY & NJ):—A. Gerdes Kuhbach was named Executive Director of The Port Authority of New York and New Jersey today. He had served as Acting Executive Director since August 1973.

Mr. Kuhbach's election by the Port Authority Board of Commissioners was announced by Chairman William J. Ronan following the regular monthly meeting of the bi-state agency at One World Trade Center this afternoon.

Mr. Kuhbach brings to the Executive Director's position a background uniquely geared to the Port Authority's expanding responsibilities in the field of mass rail transportation, combining over 30 years of experience in railroad operations and in the administration of capital funds for major public construction projects.

Mr. Kuhbach joined the Port Authority in 1962 as Director of Finance, serving concurrently as Director of Finance for the PATH Corporation. Before coming to the bi-state agency, he was Executive Vice President of the New Haven Railroad. He had served that railroad in a variety of positions for 21 years, rising through the organization's legal and financial ranks. Mr. Kuhbach graduated from Columbia College in 1938 and from the Columbia University Law School in 1940.

Mr. Kuhbach is Chairman of the Risk Management Committee of the International Bridge, Tunnel and Turnpike Association. He is also a member of the American Bar Association, the Financial Executives Institute, the Municipal Finance Officers Association, The Municipal Forum of New York, and the Finance and Currency Committee of the New York Chamber of Commerce and Industry.

Born in New York City, Mr. Kuhbach is 57 years old. He is married to the former Muriel Dinger. They have three children and live in Chatham, New Jersey.

Director resigns

Portland, Oregon, July 19 (Port of Portland News Release):—Ogden Beeman, Port of Portland's Director of Marine Marketing, has resigned that position effective August 9 and will manage a major port development study in Korea, the Port announced today.

Beeman played a major management role for the Port of Portland since 1967, and the job he is leaving includes the management of the Port's marine facilities as well as its far-reaching international marketing program. A civil engineer by education and training, his major contribution to the Port has been in the areas of management and marketing.

Beeman's position in Korea will be as project manager on an economic, financial and engineering feasibility study to determine port improvements required to meet projected marine traffic from 1977 to 1986. He will manage a staff of

50 during the 18-month study, a joint venture project undertaken by two consulting firms, Trans Asia Engineering of Manila and Arthur D. Little of Boston. Beeman will be headquartered in Seoul, Korea, and will be accompanied there by his wife and three children. He plans to arrive in Korea in late August.

In the past seven years, Beeman headed four different departments for the Port. During this time, he has represented the Port extensively on legislative and administrative matters in Washington, D.C. He was the principal representative for the Port on the complex negotiations for the new Cook grain elevator and directed the marketing efforts leading to the Port's long-term agreement with Toyota Motor Company. He also directed the marketing and operational changes necessary for the Port to become a major container handling port.

Golden Gate ship transit

San Francisco, Calif., 8/16/74 (Marine Exchange of the San Francisco Bay Region):—Merchant vessels of 25 nations were represented in July's total of 655 Golden Gate ship transits, the Marine Exchange reported.

Last month's arriving 335 ships marked 1974's heaviest shipping volume to Bay Region ports in 1974, the maritime service agency noted. Despite fuel shortages earlier in the year, which lengthened port stay time and reduced traffic, the first seven months recorded 2,255 vessel arrivals - compared to 1973's 2,666 for the corresponding period. In addition to the earlier "energy crisis", the Exchange noted steadily increasing size and cargo capacity of regional vessel traffic, lessening the number of ships required for California's booming foreign trade.

Principal fall-off this year was recorded by American flag shipping down to 1,094 arrivals, compared to 1973's 1,374 incoming vessels in the first seven months.

Foreign flag activity was only slightly affected - 1,160 arrivals through July, and 1,230 last year.

Not surprisingly, total tanker traffic increased, from 607 to 678 arrivals. Passenger ship activity was also highest for the year in June and July, with 12 arrivals in each month.

Record annual tonnage

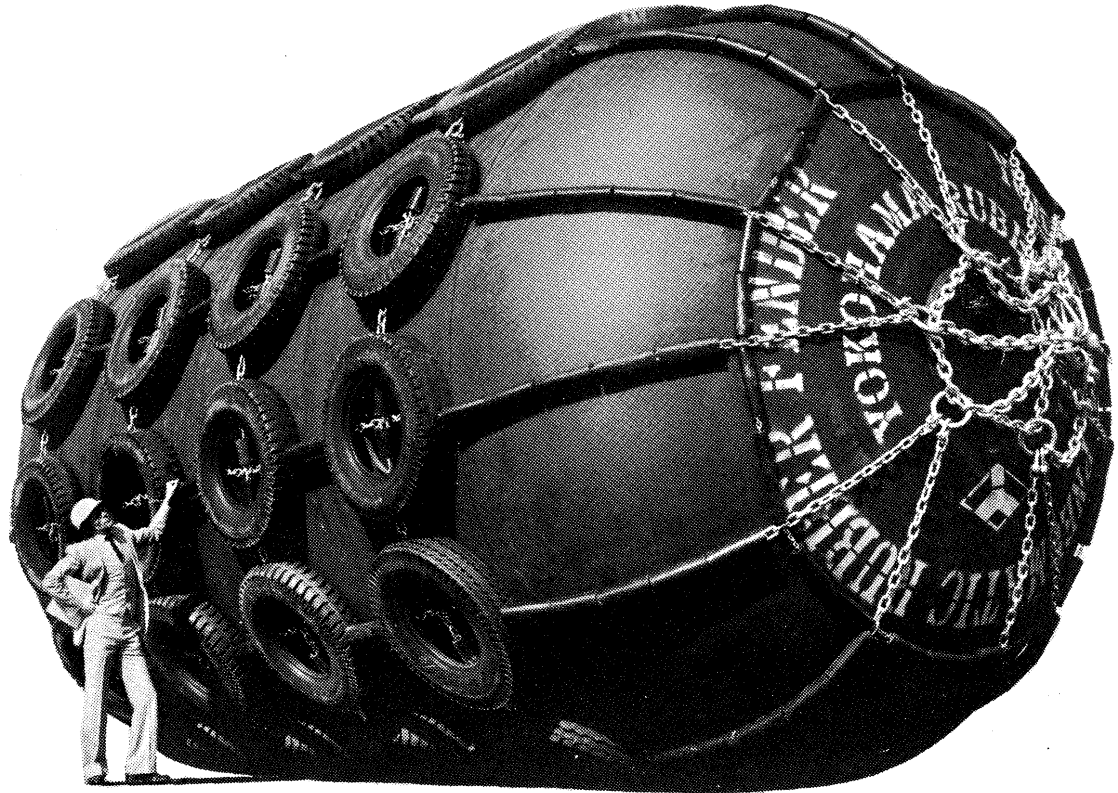
Savannah, Ga., August 1 (Georgia Ports Authority News Release):—The Georgia Ports Authority has shattered all previous tonnage statistics with a record 3,054,837 tons of cargo for its deepwater terminals at the close of the fiscal year ending June 30, 1974. This represents a ten percent increase in deepwater tonnages over the previous year.

Commenting on the record tonnage, J. D. Holt, Executive Director of the Georgia Ports Authority, stated, "Breaking the three million tonnage mark has been a goal of the Authority since we recorded our first year's tonnage of 232,920 tons in 1953. Much of the additional tonnage can be attributed to our expanded container operation which has been increased one hundred percent over the past year. We are the leading container port on the South Atlantic with seven full container lines providing service to our modern Container Central."

"Our LASH operation continues to expand with full LASH service to Europe and India with Mediterranean service scheduled to begin in September."

Safety on a jumbo scale.

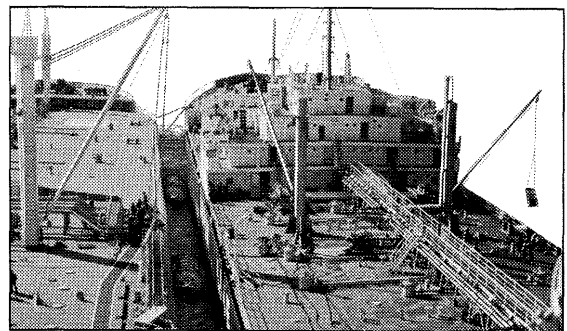
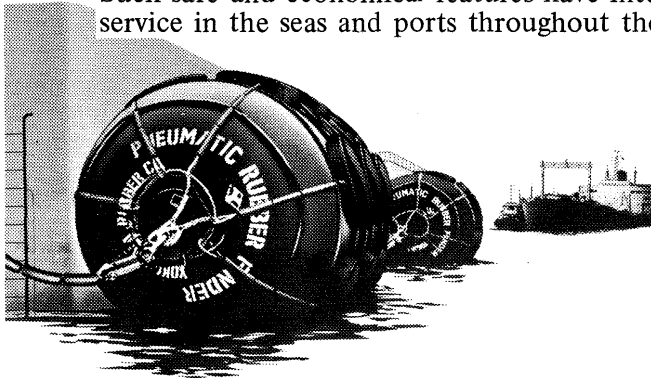
Jumbo Yokohama Pneumatic Rubber Fenders guarantee great safety in the era of huge ships and larger port facilities.



Jumbo Yokohama Pneumatic Rubber Fenders (4,500mm ϕ x 9,000mmL) assure safety when mammoth tankers and other huge ships approach each other in open sea or when they pull up to quays.

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Port improvement program

Caracas, Venezuela (Carta de la C.A. Venezolana denavegación, August):—The Minister of Public Works, Dr. Arnoldo J. Gabaldon, reported that among the programs of highest priority to be launched by his Office is that of improving the infrastructure of the ports qualified for foreign trade, in order to modernize them, enlarge their capacity and increase their efficiency levels in handling commercial cargoes. Venezuela has eight commercial ports for general cargo, which possess altogether: 7,363 meters or wharves; 185,000 cubic meters of warehouses; and 417,000 square meters of cargo yards. The import trade amounts to 3 million metric tons per year. With the country's quick rate of growth the volume of trade will increase. In addition, it is well to bear in mind the need to service the cargoes generated by new exports.

CONTAINERIZATION 74

Munich, West Germany:—Conferences CONTAINERIZATION 74 is scheduled to be held in the Congress Center Munich Fair Grounds during 23 - 27 October 1974 in conjunction with the "2nd International Trade Fair CONTAINERIZATION 74", Systems of Combined Traffic and their International Integration—the Movement of Freight from the Manufacturer to the Consumer, under the patronage of Mr. Kurt Gscheidle, Federal Minister of Transport, Postal Affairs and Telecommunications.

For further information refer to:

Tagungsbüro Containerization 74
D-8000 München 2
Theresienhöhe 15
West Germany
(Tel. 089/76 71 461).

6th International Harbour Congress at Antwerp

Antwerp (Antwerp Port News, June 1974):—From the 12th till the 18th of May 1974 the 6th International Harbour Congress was arranged in Antwerp; in the frame of this congress the 3rd International Port Exhibition was also staged.

Ever since the first International Harbour Congress took place, a quarter of a century ago, the organizers (Royal Association of Flemish Engineers) could rejoice over an increasing success of their initiative.

This year some 650 specialists, representing 52 different countries and 80 ports took part in the meeting.

A total of 117 reports, from 18 different countries, were brought forward for discussion. They treated such diversified subjects as: soil mechanics, port equipment, safety, ecology, cargo-handling, port administration etc. The 3rd International Port Exhibition encompassed 38 different displays from 6 countries and attracted hundreds of visitors.

The opening session of the Congress was attended by H.M. King Baudouin of Belgium, accompanied by Governor Kinsbergen (Province of Antwerp), Burgomaster Craeybeckx (City of Antwerp) and Port Alderman Delwaide. These personalities also visited the exhibition.

Next to the meetings of the sections a number of excursions were organized for the participants; this allowed them to visit the port and its specialized plants, the port extension on the left bank of the Scheldt river, the

Hydraulic Research Laboratory at Borgerhout, the works at the tunnel under the Rupel river etc.

The coastal port of Brugge-Zeebrugge was also visited by an important group of participants, whereas a Post Congress Tour included visits to maritime centres in France and the Netherlands. Besides the standard technical problems, which are normally examined by these International Harbour Congresses, it is worthy to note that certain economical problems were placed in the focus of interest, such as aid to development regions and protection of the environment in the frame of port policy.

The conclusions of the Congress will be published in a Congress-book, containing a complete survey of reports, discussions and conclusions of the Congress. This book will be available soon at the Secretariat of K.V.I.V., Jan van Rijswijcklaan 58, 2000 Antwerp.

Talks on Rhine traffic

Ghent, Belgium (Port of Ghent Information periodical, 4-74):—The international colloquium on Rhine traffic was held in Ghent on March the 16th, 1974, on the initiative of the fund of Belgian Rhine traffic, on the occasion of its fiftieth anniversary. The institute for transport by inland waterways and the city authorities of Ghent gave their assistance.

Mr. A. Bertrand, chairman of the fund, conducted the discussions by two preliminary reports. Mr. J. Aloy, secretary general of the international union of inland navigation, reported the Belgian presence on the Rhine. His statement was concentrated on the subjects of Belgium as a riparian Rhine state, the Belgian part in international Rhine traffic as to the fleet and the transport achievements, the importance of Rhine traffic for the Belgian economy and the further prospects and problems amongst others with regard to the immobilization of barges, the working conditions, the renewing and the technical adaptation of ships, the social and economical study of inland navigation and the promotion of professional interests.

The discussions were held by Messrs Helsmoortel, chairman of the Belgian syndical chamber of inland navigation charterers, Heylen, chairman of the general action committee of Belgian inland navigation, Parmentier, chairman of the professional association for inland and Rhine traffic, Severeyns, administrator-director of Rhenus Antverpia, Van Duynslaeger, chairman of the association of Belgian ship-owners for inland and Rhine navigation.

Mr. F.L.F. Aarens, manager of the Dutch private Rhine traffic centre, reported on the future of Rhine traffic in the European community. He stressed that the Rhine traffic is now a very active branch which has always succeeded in solving the problems that arose. Previous studies allow to expect that inland navigation in Western Europe will develop considerably. This expectation however should be valued in connection with the recent developments related to the energy crisis, the environment policy, the substructure of the waterways proper and the transport policy of the European community. The speaker developed the subject of competitive relation between river and railway transport, the possibilities and the limits set to the authorities' intervention in the sector of inland water transport, the regulation of immobilization of barges.

The second discussion group, having an international character, consisted of Messrs Bernheim, general engineer of

the civil engineering department, president of the general company for Rhine navigation (France), Caremans, ship-owner (Belgium), Girard, president of the international union of river navigation (Switzerland) and Hüttner, president of the federation of German inland water transport (Germany).

Some two hundred representatives of the fluvial sector, ship-owners, charterers, industrialists, national and European public services, professional associations participated to this colloquium. Numerous German, French, Dutch and Swiss personalities were welcomed. After the negotiations, the participants were given a reception at the town-hall by Mr. Van den Daele, burgomaster. He sketched the significance of Rhine traffic with regard to the port of Ghent. The supply amounted to 1.1 million tons, whereas 0.6 million tons left the port for West Germany, the East of France and Switzerland. These figures represent about 20% of the international goods traffic in Ghent by canals and rivers.

The burgomaster gave an account of the problems relating to the Rhine connection with Ghent. Though the Oostsluis at Terneuzen is adapted to push convoys, this technique cannot be used to a full extent as the canal Hansweert-Wemeldinge is not completely appropriated to it. The Dutch authorities have recently decided to improve the canal and the lock at Hansweert. The other substructural adaptations are conditioned by the problem whether or not the Western Scheldt will still be subject to the tide effects.

Mr. A. Bertrand, former minister, president of the fund, expressed his thanks and stressed the importance of the Ghent Rhine traffic. Technological evolutions are likely to further develop the functions of the fluvial sector.

Verdict on 1973 is "satisfactory"

Glasgow (Clydeport News, June, 1974):—Clydeport's consolidated revenue and operating surplus increased again during 1973, says the Authority's recently-published annual report and accounts.

Reporting these "satisfactory financial results" the Chairman, Mr. A. G. McCrae states: "Unfortunately, in the face of rising costs, these can only be achieved by regularly imposed increases in our charges, but the figures demonstrate that these increases are being held to levels which do no more than meet inflationary pressures."

The net surplus after interest and depreciation, was down somewhat as a result of a new policy on depreciation, extended during the year to cover buildings, docks and quays, requiring an additional charge of nearly £200,000.

On prospects for the current year, Mr. McCrae writes: "During the early months of 1974, we have suffered with the whole country a period of industrial crisis and forecasting must take account of the effect this has had on our revenues. Nevertheless, I believe we can still achieve a fair result in 1974 provided always that we have stable trading conditions for the remainder of the year."

Salient figures, compared with those of the previous year, are:

	1973	1972
	£m	£m
Group revenue	10.743	8.965
Trading surplus—		
before interest and depreciation	3.502	3.257
Interest charges	1.903	1.663
Depreciation	0.632	0.422
Net surplus for year	1.177	1.211

Nigerians study security

London, 2nd August (PLA News):—Twelve members of the Nigerian Port Authority's security force are in Britain learning about port security - London style.

The twelve, all trainee assistant security officers, are on a six weeks' training course arranged for them by Placon, the Port of London Authority's consultancy subsidiary.

The course deals with practical police work in a port environment and among the subjects the Nigerians will be studying are first aid, fire prevention and "how to teach" as well as port security problems and techniques.

It follows a visit to Nigeria in May by Detective Chief Superintendent, James Tuplin of the PLA's police force to advise the Nigerian authority on security and the setting up of a training programme for its staff.

Placon general manager, Alan Wheeler, said "The course is typical of the sort of training programme we can arrange for port organisation anywhere in the world in port security or any other aspect of port operation."

"We have a wealth of knowledge in the Port of London Authority which we can draw, on to give advice on any subject from documentation to navigation."

Placon was formed a year ago to deal with the many requests received by the PLA for help and advice on the management and operation of port installations.

Port security is also being covered in one of three courses Placon is arranging later in the year to supplement a University of Wales course on Management in Port Operations.

These courses which are open to others apart from those on the University course, also cover marine operations and port management and operations.

A fourth course, starting the following Monday and lasting for one week, will be an instructors' "how to teach" course, aimed at teaching the art of communication whether for teaching itself or for putting over facts at conferences, meetings, briefings and so on.

Offshore oil deal for Barrow

London, 16th August (B.T.D.B.):—An agreement has been concluded between the British Transport Docks Board and the Weldit Engineering Group of Scunthorpe, for the use of part of Barrow Docks for the construction of large offshore oil structures.

The agreement covers the use of a site on the South Side of the Ramsden Dock, over a period of up to five years, and the company will begin work within the next few weeks on preparing the site to enable them to fabricate major steel structures.

The arrangements with Weldit do not affect the future of the cargo handling facilities at Barrow. These are being kept operational during 1974 with a financial contribution from local authorities and other sources, and a statement regarding their withdrawal at the end of the year will be

made by the Docks Board by 1st September.

PLA management appointments

London, 19th August (PLA News):—The following management appointments are announced today by the Port of London Authority as part of their continuing programme of management development and succession. They take effect immediately.

Mr. R.H. Butler, at present Director of Docks, becomes Docks Adviser, with special responsibility for advising on operational improvements until his retirement from the PLA at the end of March 1975.

Mr. John Black becomes Director of Tilbury whilst continuing his association with the Maplin Seaport which has close links with trade and development at Tilbury Docks.

Mr. John McNab, at present Managing Director of PLA (Thames) Stevedoring Ltd. becomes Director of Upper Docks. These consist of the Royal and India & Millwall groups of docks.

Mr. Noel Ordman, Assistant Director-General, will continue his general management responsibility for Maplin Seaport.

Mr. Frank Robinson, at present Commercial Manager, Maplin, becomes Manager of the Maplin Unit, responsible to Mr. Ordman.

Mr. P.G. Hutchon, at present Director of Planning, becomes Planning Adviser, with special responsibility for introducing co-ordinated planning arrangements and data processing developments, until his retirement at the end of March 1975.

Tilbury for UK-New York container service

London, 25th July (PLA News):—A new, regular container service direct to New York from the PLA's highly successful multi-user container berths at Tilbury Docks has been introduced by the German company, Cargo Lines Limited. Their recently formed British company, Cargo Lines (UK) Limited, will handle UK operations including groupage and the shipping schedule of a departure every eight days.

Operating three fully cellular chartered ships, m.v. Pelikan, m.v. Manchester Zeal and m.v. Manchester Vigour, Cargo Lines offer a sailing every eight days from Tilbury for FCL (Full Container Load) traffic received at the berth and LCL (Less than Container Load) traffic through their own Groupage Terminals in East London's Blackwall Trading Estate and the Meadowmill Terminal, Stockport, serving the Manchester area. Results from earlier trading this year encouraged the chartering of specialist vessels with greater capacity and efficiency to operate this non-conference service.

Round-the-clock working by three shifts a day the year through, and a proven expertise in container handling at the PLA's multi-user facilities, were major factors in the company's choice of Tilbury as their UK port which gives London a direct service to the Eastern seaboard of the United States.

PLA marine specialists advise on Mexican tug operations

London, 13th August (PLA News):—Port of London Authority experience and expertise in the operation of tugs

are to be made available to Mexico through a study now being undertaken for the Mexican national ports authority by Placon Limited, the PLA's consultancy subsidiary. The report will form an integral part of an overall study of Mexico's future tug requirements now being compiled by the Marine Division of Associated British Machine Tool Makers Limited (ABMTM).

ABMTM, who specified Placon Limited in their tender for the study, won the contract in face of stiff opposition from the Continent and their final report to the Mexican Comision Nacional de Puertos will form the basis of plans by the Comision for the updating of the Mexican port tug fleet.

Statistical support and analysis is being provided by IPESA, a Mexican specialist consultancy also working with the British group on this project.

Placon's role is to carry out a study of present tug operations, including types of tug and their suitability for the sort of work they are doing, and to assess Mexican proposals for two types of tug, one for harbour use and one sea-going.

Two PLA marine specialists, Captain Derek Roberts, Assistant Services and Salvage Officer, and Mr. Henry Revell, who is a marine engineer, are in Mexico looking at tug operations in the country's Pacific ports. In September they will make another visit to Mexico to complete the study of other major ports.

Placon Limited was set up a year ago to make available to port organisations world-wide the many skills and the wide experience within the PLA.

10th Port Seminar

Amsterdam (Haven Amsterdam, June):—The Port of Amsterdam hosted the 10th International Seminar on Port Management last month and once again we were pleased to welcome the participants who came from all over the world to participate. While in Amsterdam, participants from 21 countries visited port establishments and had a chance to talk to the people who make the port run, both public officials and representatives of private enterprise.

This year participants hailed from: Nigeria, Honduras, Poland, Egypt, Thailand, Israel, Cyprus, Nicaragua, Ghana, El Salvador, Malaysia, Greece, Mexico, Brasil, Spain, Bangladesh, New Zealand, Cameroon, Indonesia, Surinam and the Netherlands.

Every day is open day

Le Havre (Port of Le Havre Flashes, May 1974):—The Port Authority believes that the dock area under its charge should be open and accessible. Soon after the second world war the public were once again allowed to enter freely (1st February 1951), the idea being to encourage maximum contact between town and port.

Many further measures have been taken since with the same aim:

- + The most significant shipping and trade statistics for the previous year are prominently displayed on hoardings at each entrance to the port.
- + Seats have been made available for pedestrians.
- + An observation platform was specially built to enable the public to follow the construction of the François I Lock, the largest in the world. A similar platform on the cliff top high above the Antifer Oil Terminal site is permanently

thronged with interested spectators, and a new observation post is now being built to provide them with shelter from the weather.

+ A terrace has been laid out on the Port Control Centre roof, providing a splendid view of ships entering and leaving harbour.

+ A Guide-Yourself system has been installed for the many visitors who travel round the port by coach or in their own cars.

Port of Rouen's trade in 1973

Rouen, France (Rouen Port, International Issue, February 26 1974):—The main results for the Port of Rouen for the year 1973 are as follows:

— *Number of ships entering port:* 4,835 (−0,49%) corresponding to a total net tonnage of 9.210.351 tons (−1,04%).

— *Imports:* 6,813,563 tons (−9,60%) of which 2,438,922 tons were in liquid bulk (−17,79%), 3,157,299 tons were in solid bulk (−5,67%) and 1,215,342 tons were general cargo (−0,49%).

— *Exports:* 6,594,533 tons (+ 3,68%) of which 2,366,875 tons were in liquid bulk (−1,88%) 2,664,735 tons were in solid bulk (−3,07%) and 1,562,923 tons were general cargo (+ 30,33%).

— *Total:* 13,406,096 tons (−3,52%), ship provisions not included.

The slight regression in the port of Rouen's trade in 1973 is due essentially to the fall in imports of refined petroleum products (−641,500 tons) as a result of the higher prices at present in force on the world market. Export of refined products have remained constant as the three refineries at Petit-Couronne, Notre-Dame-de-Gravenchon and Port-Jérôme, which are at present working to maximum capacity, are in the main meeting the demands of the home market.

The more important elements of the trade in bulk solids have maintained a remarkably steady level (phosphates, cereals) but the quantity of coal has continued to drop (−295,900 tons) although this is no doubt only temporary.

The outstanding feature of the year has been the great increase in general cargo (+ 30% for exports). Progress has been especially considerable in exports of flour (+ 60%) dairy produce (+ 183%) fertilizers (+ 62%) all of which goods are sent in sacks or parcels, the handling of which has meant a high level of employment for port employees.

Finally the *container* trade, (Black Africa, Indian Ocean) and the *roll-on/roll-off* trade (Great Britain, Scandinavia) the figures for which are 122,100 tons and 120,700 tons respectively, have gone up by 54% and 82%.

It sum up 1973 has been a positive one for Rouen, taking an all-over view of the port's activities, although the oil trade has been less than was expected.

INVESTMENT FOR 1974: 53.200.000 F.

Subject to confirmation that the corresponding State loans have been obtained, the programme of *new* investments for 1974 should reach the sum of 53,20 MF, i.e. 43,5 MF for infrastructures and 9,70 MF for superstructures.

The main operations include:

— *Improvement of access* (15 MF) with a view to increasing the upriver draught by 15 3/4 inches for Rouen and 35 1/2 inches for Port-Jérôme, and the downriver draught

by 5 9/10 inches.

— *Renewal and modernisation of dredging equipment and the workshops* (6,5 MF).

— *The construction of a 400 ft long wharf at Honfleur* (8 MF) which will enable ships of 20,000 tons to dock in a first phase and ships of 60,000 tons in a second phase. It should be in use in 1976.

— *The lengthening of the Rouen-Quevilly wharf to 880 ft* (11 MF) in order to bring the total length up to 3,960 ft and the continued equipment of the Rouen-Quevilly Complex (3,13 MF), all of which should be in use in 1976.

— *Repairing of wharfs and stonewalls on the Seine* (3 MF).

— *Setting up of industrial estates at Grand-Couronne* (2 MF).

— *Improving the conditions for use of wharfs, machinery, sheds etc.* (4,72 MF). In particular it should be noted that the equipping of the wharf cranes with their engines will allow them to be moved rapidly from place to place. Hence these cranes can be put into earlier use each morning, and will allow their users a substantial saving.

— *The purchase of a third container crane.*

The equipment at present in use for this type of handling includes:

— a 30-ton floating crane for small quantities of up to 10 containers.

— Two 25-ton cranes (output - 15 containers per hour), one at the Rouen-Quevilly dock for those containers sent over the Indian Ocean and for part of the trade to West Africa, and the other at the Africa wharf for the major part of goods going to West Africa. The latter crane used to be at the Rouen-Quevilly wharf. In order to restore the potential of the Rouen-Quevilly wharf, which in the next two years will increase in length from 1,980 ft to 3,960 ft, a third 25-ton crane has just been ordered. It will again be possible to handle 40 ft containers of over 25 tons in total weight by the joint action of the two cranes.

The problem of containers handling will be examined again several months from now when the size of vessels serving Africa and the Antilles as from 1976 has been established. The Port will then have to choose between buying new cranes or fast gantries.

Re-opening of Suez Canal

Bombay, India ("Indian Shipping", March, 1974, "From the Bridge" column):—The first stage in the reopening of the 101-mile long Suez Canal to international shipping traffic, will begin with the co-operation of the U.S. and British Navies early in April. Britain and U.S. have agreed to assist in clearing the canal of mines and other explosives which is estimated to cost about \$20 million, Egypt having to bear only the cost of accommodation and food for the ground crew that will be staying at the Suez Canal towns. An American aircraft carrier "Iwo Jima" is expected to arrive in Egypt for the operations. Aircraft from the carrier will define the locations and types of the mines and the method of detonating them, and boats from the British Navy will then explode the mines. The minesweeping operations are expected to begin at Port Said and take some 2 to 4 months. There is a possibility that U.S. may also help in the next stage after the minesweeping viz. lifting the sunken wrecks and other obstructions in the Canal. It is reported that Egypt has approached the U.S. for possible help in lifting 10 major wrecks submerged in the waterway



Maya Piers Container Terminal as it looked on February 27, 1974. (Port of Kobe Information Center, Port & Harbor Bureau, Kobe City Government)

including an American oil tanker "African Gen" which is more than half submerged in the navigation channels cutting across the Great Bitter Lake. She is one of the 14 vessels stranded in the Canal since it was blocked. The large obstructions also include three Egyptian ships, five dredgers and a tug. Another 55 smaller wrecks will be lifted by technicians of the Canal Authority. This latter operation of clearing the Canal of the wrecks and other obstructions is expected to take some six months after the minesweeping operations.

Kontena Nasional now provides inland deliveries

Penang, Malaysia (Berita Pelabuhan, April 1974, Publication of The Penang Port Commission):—Kontena Nasional recently expanded its services to Penang to cater for the inland movement of containers from the port. Encik Mohd. Razally Hassan the Branch Manager of Penang says that Kontena Nasional will initially provide haulage facilities for 20' F.C.L. Containers moving to and from industrial plants located in the northern states of Peninsular Malaysia and as far south as Taiping. Movement further south is restricted by low level bridges. Since the introduction of this service

the Company has delivered more than 100 containers from the Panang Port Commission. This number is expected to increase rapidly as importers and exporters become more conscious of using containers.

Kontena Nasional also plans to provide an Inland Centralised Depot (I.C.D.) at Butterworth and a 10 acre site has already been earmarked at Prai for this project. The proposed I.C.D. will also serve as a base for container leasing operation in North Peninsular Malaysia. Presently Kontena Nasional acts as leasing depot agents at Port Kelang for Container Transport International Inc. (C.T.I.U.) and Intergrated Container Service (I.C.S.U.) and Interpool. With the introduction of the I.C.D. at Prai, Kontena Nasional will be able to provide identical services to the industries in North Peninsular Malaysia.

Kontena Nasional has ordered low-bed trailers and delivery is expected in 2 months time. With these low trailers Kontena Nasional will be able to provide inland haulage as far south as Port Kelang, as the existing standard trailers are unable to pass through the low overhead bridges at Ipoh.

In line with the Penang Port Commission's expansion



Bangkok (Port Authority of Thailand):—The Klongtoi Wharf seen above is served by five transit sheds of nine sections with storage areas of 52,529 sq.m., sixteen supplementary transit sheds of about 85,120 sq.m., a warehouse of 9,000 sq.m., a dangerous cargo shed of 1,485 sq.m., an intransit warehouse of 10,460 sq.m., open storage areas of 108,600 sq.m., and a storage area for export of 4,360 sq.m.

programme for container facilities Kontena Nasional is also planning to provide refrigerated container haulage facilities to serve the needs of industries requiring such facilities particularly the frozen shrimps and tuna fish industries.

Another year of development

Karachi, Pakistan (K/P.T. News Bulletin, May 15th):—The Revised Estimates for the current year and the Budget Estimates for 1974-75 of Karachi Port Trust were considered and approved by the Trustees of the Port of Karachi at a Special Meeting held on 30.4.1974, subject to the approval of the Federal Government.

1974-75 BUDGET

The working of Karachi Port during the next year, i.e. 1974-75, is expected to yield a surplus of Rs. 9.17 lakhs, the anticipated income being Rs. 1,951.80 lakhs and the estimated expenditure Rs. 1,942.63 lakhs.

ANOTHER OVERALL DEVELOPMENT YEAR ENVISAGED

Presenting the Budget to the Board, the Chairman, K.P.T., Rear-Admiral (Retd.) S. Zahid Hasnain, said that the year 1974-75 will, as usual, be a development year both for the Port and staff welfare activities.

PORT DEVELOPMENT ALLOCATIONS

The cost of Capital Works expected to be undertaken during the year 1974-75 is estimated at Rs. 949.78 lakhs. The programme of Capital Works Includes major schemes of Construction of multipurpose and dry cargo handling berths, Remodelling of the existing Port Railway Yards, Reconstruction of the Napier Mole Road Bridge on the Chinna Creek, Construction of 75,000 D.W.T. oil tanker berth—O.P.IV. The other major items are purchase of a harbour and salvage tug, purchase of 1 water barge, purchase of self-propelled fire tender and purchase of 2 dumb dangerous cargo barges.

The cost of Renewal & Replacement Works expected to

be undertaken during the year 1974-75 is estimated at Rs. 97.60 lakhs. These works includes cost of replacement of 3 Nos. Dennis Fire Tenders, 3 Nos. Thomas Fire Tenders, repairs to quay apron at berth Nos. 18 to 21 at West Wharf and replacement of tracks and the renewal of pavings and railway tracks, West Wharf, and replacement of steel explosive barge by a petroleum/dangerous and hazardous cargo barge of 100 ton capacity.

PROVISIONS FOR STAFF WELFARE

A provision of Rs. 33.86 lakhs has been made for the construction of Quarters for the employees. The K.P.T. is running 10 schools for the education of the children of their employees. Scholarships are granted to the children of low paid employees studying in the Higher Secondary (Science Classes) and higher technical institutions and to those studying in the Secondary Schools upto Class X.

The K.P.T. Hospital at Keamari is working to capacity providing outdoor as well as indoor treatment. Besides, the two dispensaries are also run at Manora and West Wharf for the treatment of the employees and their families. A provision of Rs. 48.26 lakhs has been made in the Budget Estimates 1974-75 to meet the recurring expenditure in connection with these medical facilities.

Liberal grants are given for sports activities. In deserving cases and also for relief of distress among the members of staff or their families, grants are made from Employees' Welfare Fund or the Benevolent Fund.

The K.P.T. Administration has provided the premises at Head Office, free of rent alongwith the required furniture, etc. to the Utility Stores Corporation (Pak) Ltd., for running the utility store for the benefit of the K.P.T. employees.

1973-74 REVISED ESTIMATES

According to the Revised Estimates for the current year, the Port is likely to close with a surplus of Rs. 8.19 lakhs as against the estimated surplus of Rs. 10.18 lakhs. The total revised income is now placed at Rs. 1,930.89 lakhs as against the anticipated figure of Rs. 1,837.42 lakhs, whereas the total revised expenditure is estimated at Rs. 1,922.70 lakhs as against the original estimates of Rs. 1,827.24 lakhs.

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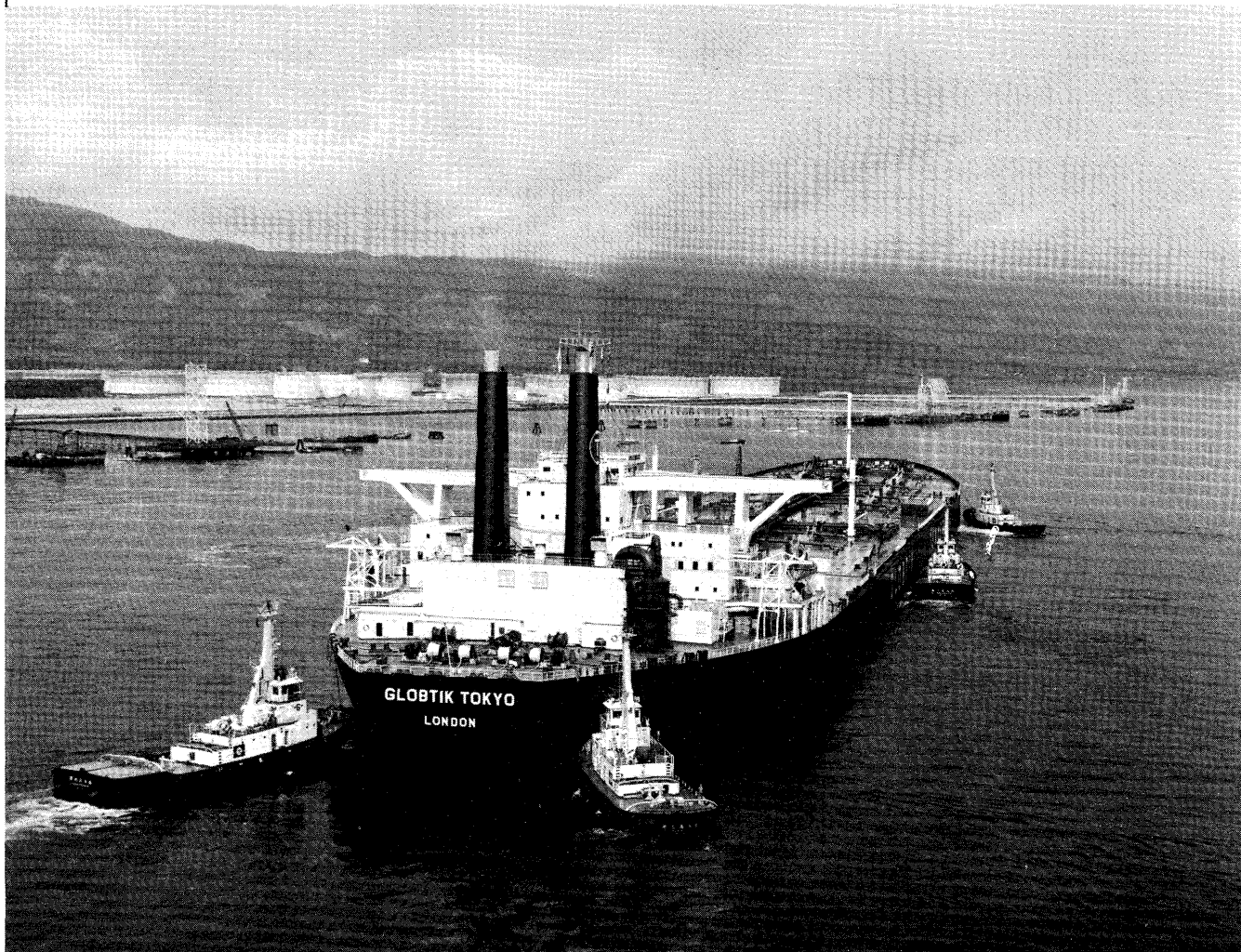
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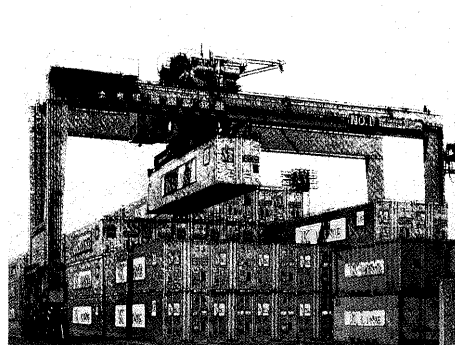
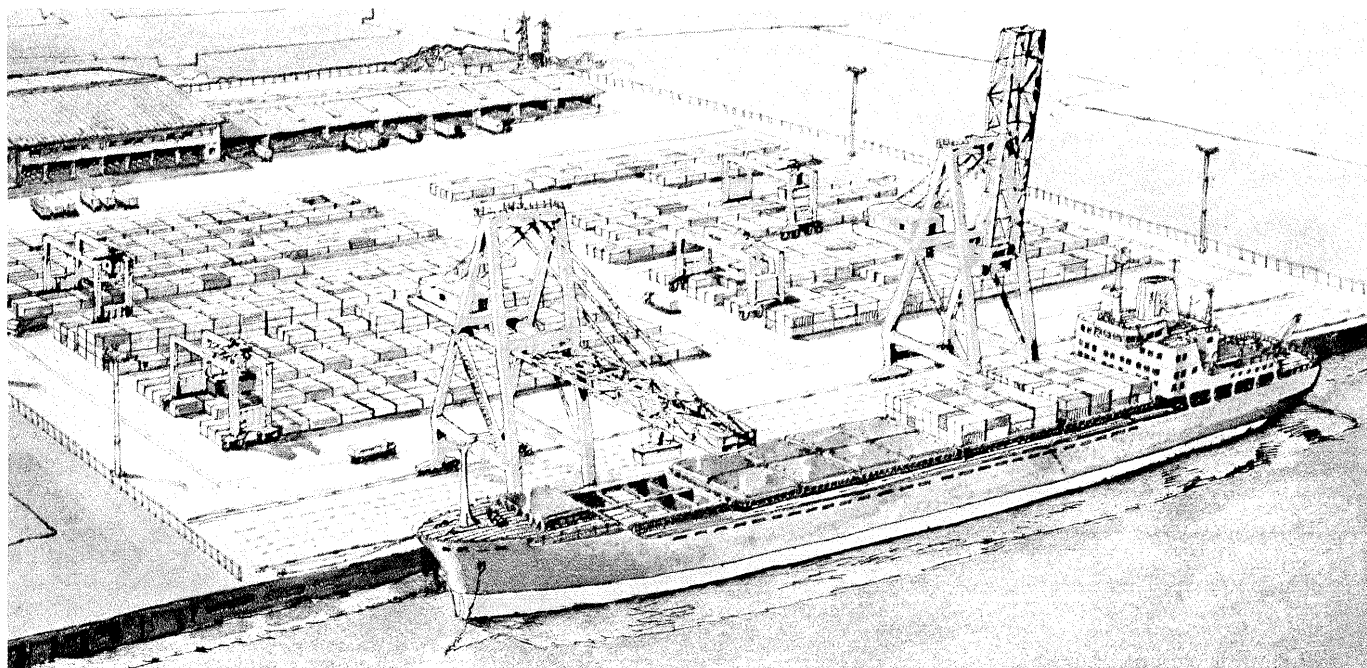
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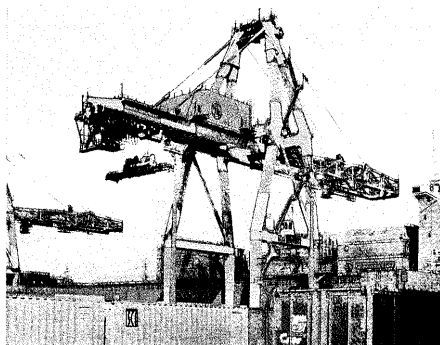
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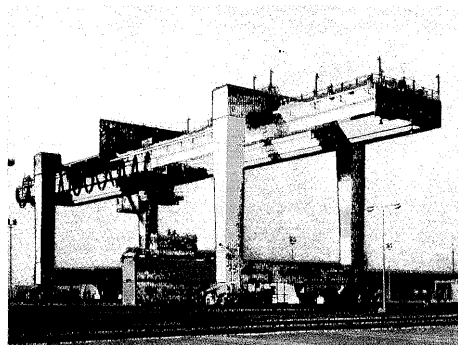
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