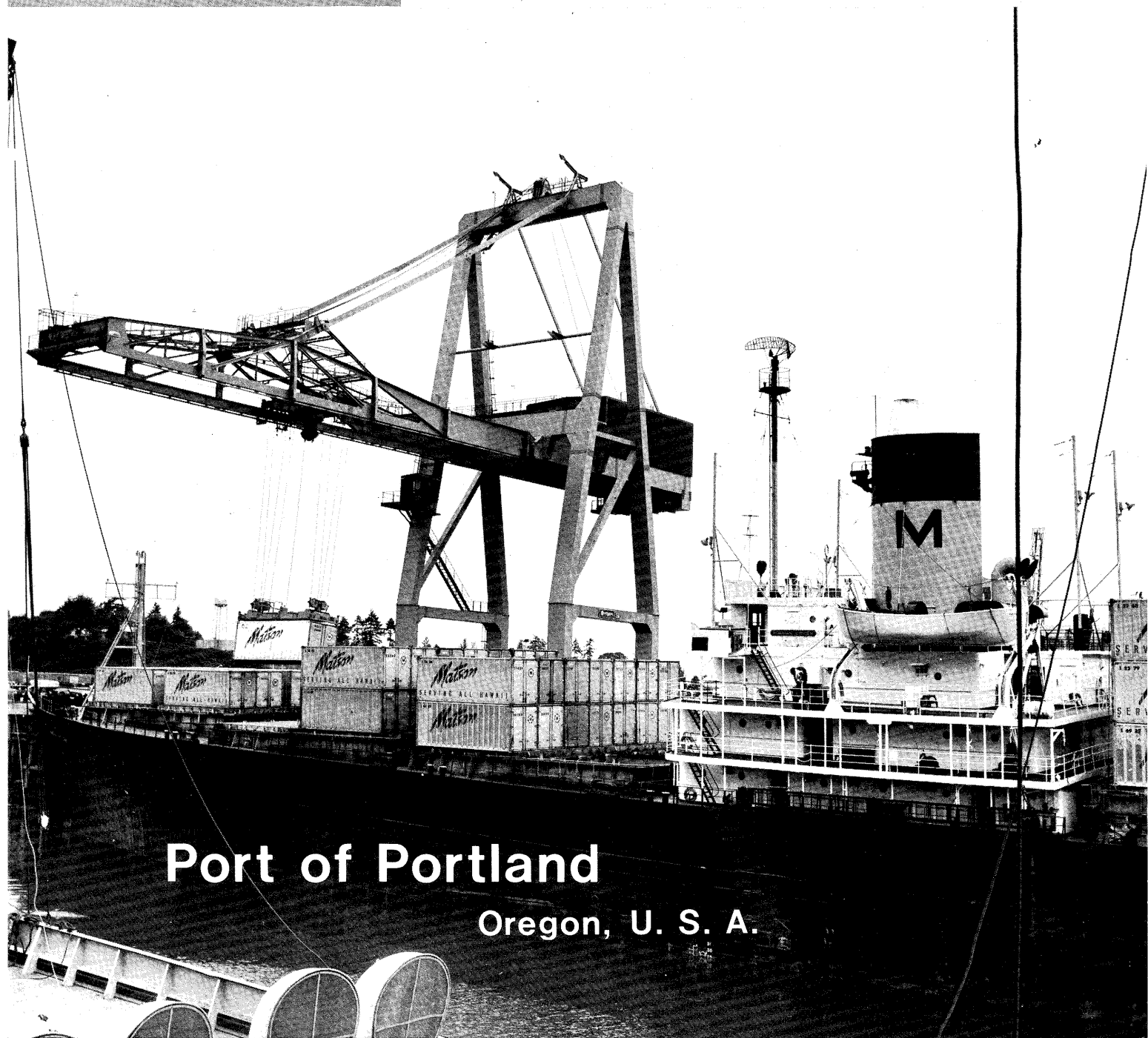


PORTS *and* HARBORS

December, 1974 Vol. 19, No. 12



Port of Portland

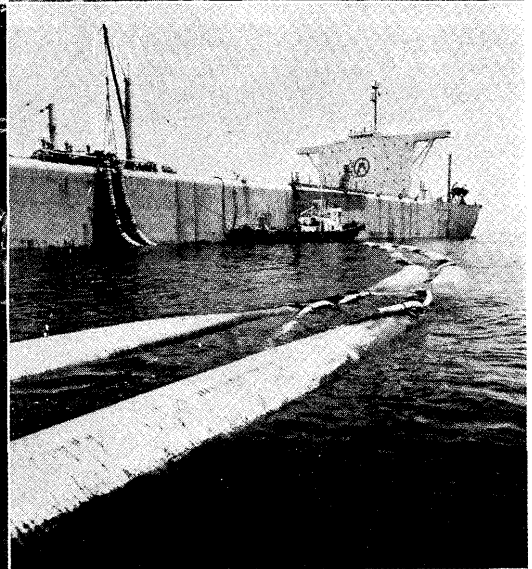
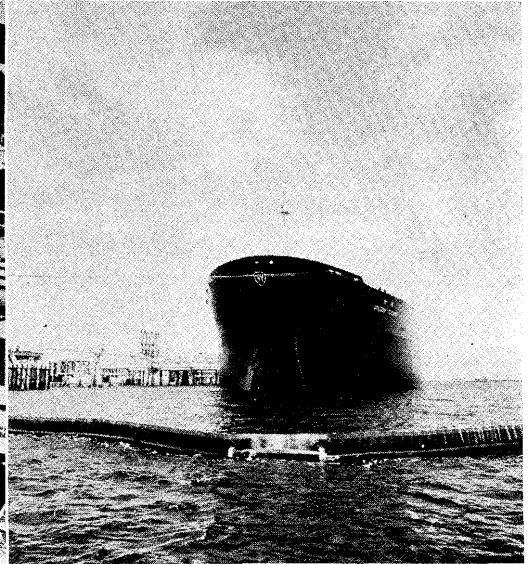
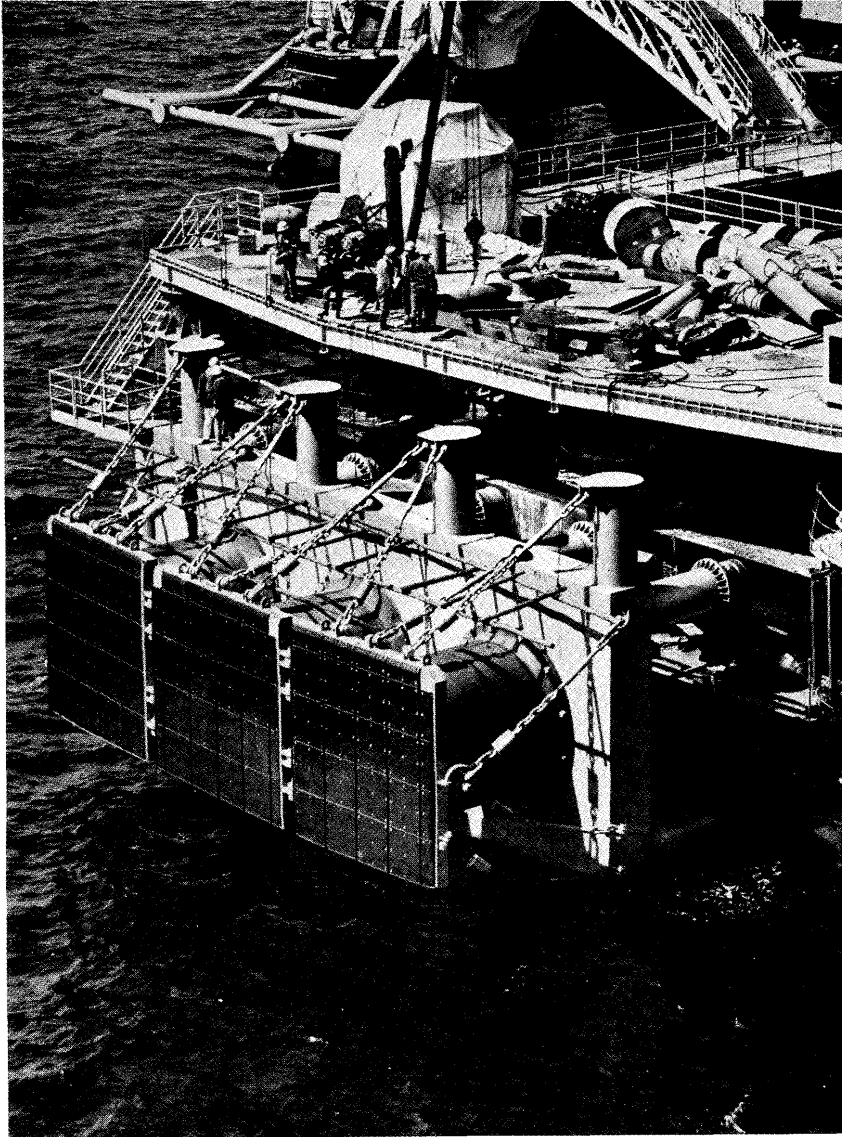
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IAPH Conference Singapore March 1975

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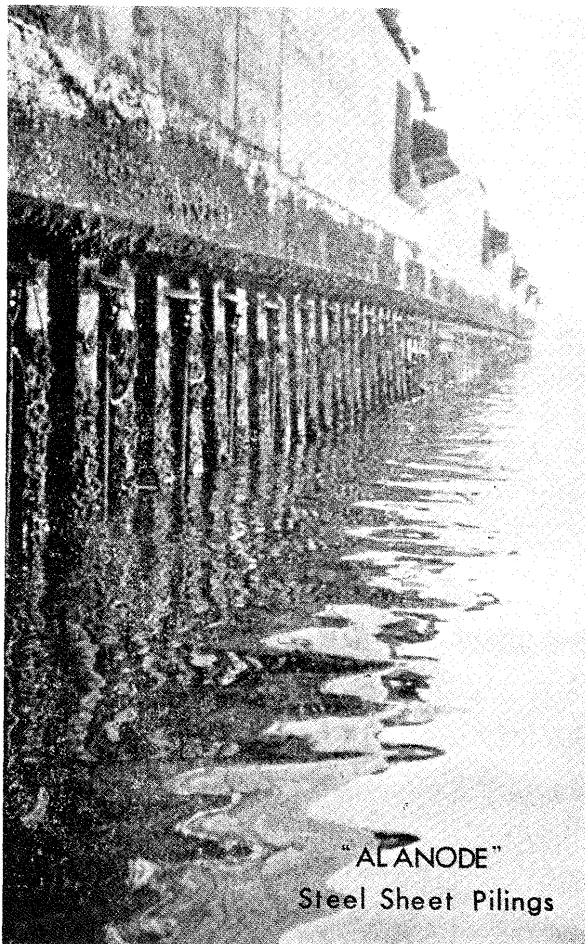
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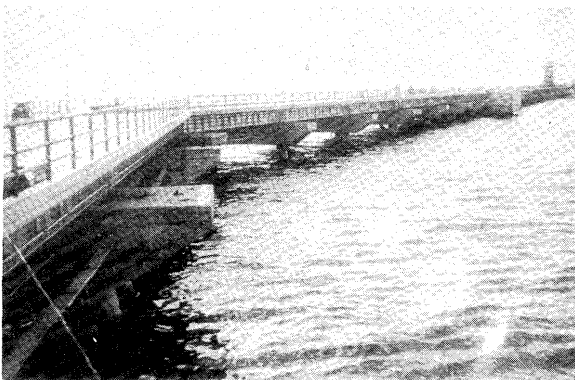


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Editor: Yoshio Hayashi

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December, 1974 Vol. 19, No. 12

CONTENTS

	Page
IAPH Head Office Announcements:	7~21
Messages from Working Session Chairmen (page 8) — Working Session in Singapore outlined — 9th Conference Kit Delivered — IAPH To Be Represented at intermodal Transport Convention Session, UNCTAD — IAPH will cover Telecommunication meeting, ECAFE — Visitor — 2nd Session of the UNEP Governing Council — Report (by Mr. P. C. Bakilana) — The Second Meeting of the PIANC/IAPH/IALA Joint Committee on Port Signals (by Mr. P. Bastard) — Report on ILO Dock Labour Seminar (by Mr. L. K. Barongo) — IAPH activities submitted to UNCTAD (by Mr. John Lunch)	
Topics:	
Pallet Exchange Possible by one Man Under the Weight of 1500 kilo (by Toru Akiyama)	22
Polish seaports on 30th Anniversary of The Polish People's Republic (by Z. Teplicki)	24
PLA Director-General John Lunch urges increased co-operation between world police forces	41
Ports:	
Vancouver delegation visits Far East	30
Scenes of Port of Portland, Ore., U. S. A.	34
Antwerp Economic Mission to the West Coast of North America	40
Port of Rouen	44
Port of Barcelona — Review of 1973	45
Osaka and Melbourne sign sister port agreement in Australia	48
Orbiter Probe (International News)	29
The Cover:	
This Hitachi container crane is one of six owned by the port of Portland and used at terminals 2, 4 and 6. The Port's John M. Fulton Terminal (No. 6) is the most modern container-handling facility on the West Coast. See also photos on page 34.	

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IAPH Head Office Announcements: Pages 7 ~ 21

Working Session in Singapore outlined

— Messages from Panel Chairmen —

The 9th Singapore Conference is fast approaching. Following up the messages from Mr. Vleugels, President and Mr. Howe, Conference Chairman carried in the September issue, we have the pleasure of delivering to you in this edition the messages from Chairmen of Working Sessions coordinated under the Conference Theme "Towards Greater International Port Co-operation".

As announced in the earlier edition (July), the themes and Chairmen of these Working Sessions are as follows.

1. Port Co-operation in the Promotion of International Trade, Transport and Shipping
Chairman: Mr. George W. Altvater, Executive Director, Port of Houston
2. Port Co-operation towards Greater Efficiency in Management and the Development of Facilities
Chairman: Mr. P.K. Kinyanjui, Chairman, East African Harbours Corporation
3. Port Co-operation in Preventing and Combating Water Pollution and Crime in Harbours
Chairman: Mr. W.H. Brotherson, President, The Maritime Services of New South Wales
4. Port Co-operation Towards Revenue Evaluation
Chairman: Mr. R. Boeuf, General Manager, Port of Dunkirk Authority (K.Y.)

9th Conference Kit Delivered

(Dec. 15 set for the closing of the Registration)

Port of Singapore Authority, hosting port of the 9th IAPH Conference, has completed and distributed the Conference-Kit to members of the world during the latter part of October.

This comprehensive and colorful Kit carries all necessary information about the Conference, led off by the message of invitation from the Conference Chairman, Mr. Howe Yoon Chong.

Brochures contained in the Kit are; Exhibition on Ports and Related Port Equipment, Machinery and Construction, Post Conference Tours and some brochures of Singapore Airlines—the official air carrier and conference hotels as well.

It is specifically pointed out in the Kit that Conference Registration and Hotel Reservation should be made not later than December 15, 1974.

Anyone who needs additional set of the Kit is requested to write to:

Host Conference Secretariat

Port of Singapore Authority

P.O. Box 300, Singapore, Republic of Singapore, or to Head Office

International Association of Ports and Harbors

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(RIN)

IAPH To Be Represented at Intermodal Transport Convention Session, UNCTAD

The Intergovernmental Preparatory Group, set up by the Trade and Development Board (see Board decision 96 (XII) of 10 May 1973) in pursuance of Economic and Social Council resolution 1734 (LIV) to elaborate a preliminary draft of a convention on international intermodal transport, will hold its second session from 11 to 29 November 1974. The session is scheduled to open at the Palais des Nations, Geneva, on Monday, 11 November, at 11 a.m.

At its second session, the Group, if it considers that a convention on international intermodal transport should be

(Continued on Page 10 Bottom)

**Season's Greetings and
Best Wishes for
A Happy New Year**

**IAPH Head Office
Secretary General and Staff**

The Theme: "Towards Greater



Mr. George W. Altvater

Working Session No. 1—TOPIC: "Port Co-operation in the Promotion of International Trade, Transport & Shipping"

Chairman: George W. Altvater

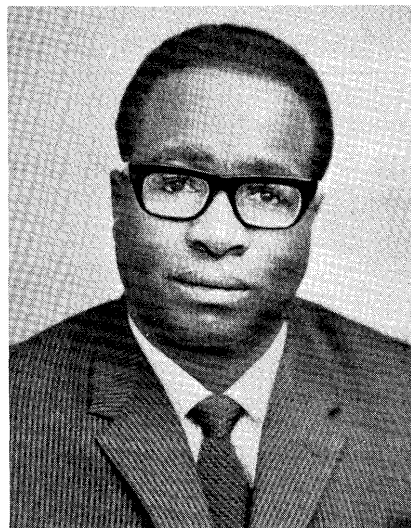
Executive Director
Port of Houston, U.S.A.

Message

Trade is the catalyst of all port development. Whether it be local, domestic or international, it provides the economic justification of a port's very existence. Since we are an international organization, our panel program addresses itself specifically to the development of international trade. Hopefully, the remarks submitted by our panelists will be thought provoking, stimulating and suggestive of a direction to help the ports of the world embark on a course of action to improve their international commerce.

Under the Chairmanship of G.W. Altvater, Executive Director, Port of Houston Authority, three panelists will present their views on this subject reporting the three hemispheres of the world. Desmond McSweeney, Regional Director of Department of Overseas Trade and Secondary Industry, Sydney, Australia, will speak on the methods used by the Australian Government in stimulating trade for their nation. Mr. McSweeney has been most successful in developing trade growth between Japan and his nation. Relatively new as a tool for encouraging international trade is the roll of the World Trade Centers' Organization. Mr. Guy Tozzoli is President of that Association and Director of the World Trade Association of New York and New Jersey. He is a world renown leader in the World Trade Centers' Program and will be bringing refreshing, modern ideas on a new approach to this question. Mr. J. Morris Gifford, Director-General of the National Ports Council in London, will explain steps being taken by Great Britain to encourage their foreign trade development and an interface between the tides of change and of trade. This panel can excite your thinking on how you too can be a part of the mechanism of promotion of international trade and com-

(Continued on Page 10)



Mr. P. K. Kinyanjui

Working Session No. 2—TOPIC: "Port Co-operation towards Greater Efficiency in Management and the Development of Facilities"

Chairman: P.K. Kinyanjui

Chairman, East African Harbours Corporation

Message

The Second Panel on Port Cooperation Towards Efficiency in Management and Development of Facilities will present its papers for discussion during the 2nd Working Session tentatively programmed for Thursday 13th March, 1975 at 10.30–12.30 hours. This panel consists of the following members:—

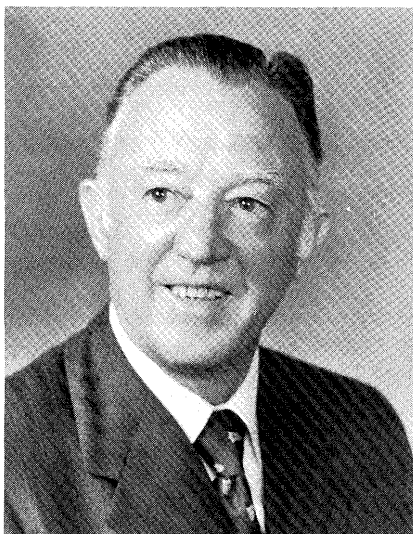
1. P.K. Kinyanjui Esq., Panel Chairman (Chairman, East African Harbours Corporation, Tanzania)
2. John Lunch Esq., Panel Member (Director General, Port of London Authority, London)
3. Thomas T. Soules Esq., Panel Member (Port Director, Port of Boston, Massachusetts Port Authority)
4. Yukio Nagata Esq., Panel Member (Chief of Business Division, Bureau of Ports and Harbors, City of Yokohama)
5. Ir. D.R.A. Stapel, Panel Member (Deputy Managing Director, Port Management of Amsterdam)
6. J.E. Habibie Esq., Panel Member (Port Administrator, Tanjung Priok, Indonesia)
7. J.C. Oliga Esq., Panel Co-ordinator (Financial Controller, East African Harbours Corporation, Tanzania.)

Within the context of the general theme, our panel's topic centers upon development of port facilities and port operations and management. The panel papers high-light impeding forces to the achievement of desired greater efficiency in these areas. Possible solutions are suggested and a practical example given on the actual experiences of a unique system of inter-port co-operation in the form of a "sister-port relationship" between Amsterdam, Netherlands and Tanjung Priok, Indonesia.

Mr. Nagata presents a paper on "improvement of efficiency in the construction of port facilities and port management as seen from the current conditions of major foreign trade ports in Japan". Mr. Soules presents a paper on "development of port facilities". Mr. Lunch presents a paper on "the latest developments in port management techniques". Mr. Stapel presents a paper on "improving management and operations through a sister-port relation". Mr. Habibie presents a paper on "the opportunities of a sister-port system".

My paper is a summary of these comprehensive papers from individual panelists. It is my earnest hope that all participants and friends attending the 9th IAPH Conference in Singapore will find our panel session useful and interesting. It is also my sincere desire that our panel discussions contribute towards greater co-operation amongst international ports in their tireless efforts towards improvement of efficiency in development of facilities and port management: thereby leading to improved productivity for overall benefit of the world economy.

International Port Co-operation''



Mr. W. H. Brotherson

Working Session No. 3 – TOPIC: "Port Co-operation in Preventing & Combating Water Pollution & Crime in Harbours"

Chairman: W.H. Brotherson

President, The Maritime Services Board of
New South Wales, Sydney, Australia

Message

There was a time, not so many years ago, when the oceans of the world and, indeed, the ports and inland waterways, were looked upon as a convenient dumping area for waste materials and the accidental or even the deliberate pollution of a harbour was not regarded as a very serious matter. Times have changed, however, and the world wide tendency today is to regard a polluter as being guilty of an offence against his fellow man.

It is appropriate, therefore, that the panel discussion to be conducted under my chairmanship at the 9th Conference of the Association to be held in Singapore will embrace both pollution and crime in port areas. The title of the panel discussion will be "Port Co-operation in Preventing and Combating of Water Pollution and Crime in Harbours" and the session is timed to commence at 1400 hours on Thursday, 13th March, 1975.

The format for the working session will be that I shall open discussion and speak on pollution control generally but more particularly in relation to measures to deal with the cleaning of oil pollution and controls on sewage disposal.

Captain T.R. Mulloney, of the Massachusetts State Police in the U.S.A., will speak next and will present some interesting facts on the prevention of crime in the Port of Boston.

Mr. Kiichi Okubo, Technical Councillor, Bureau of Ports and Harbours, Ministry of Transport, Japan, will then speak on the paper he has presented dealing with various aspects of water and environmental pollution particularly those

(Continued on Page 10)



Mr. R. Boeuf

Working Session No. 4 – TOPIC: "Port Co-operation Towards Revenue Evaluation"

Chairman: Robert Boeuf

General Manager, Port of Dunkirk Authority,
France

Message

I was much honoured when the President of our Association, Mr. VLEUGELS, entrusted me with the Chairmanship of the working session n° 4, which on the occasion of our next Conference, will have to introduce a few ideas and thoughts over "Port co-operation towards the revenue evaluation".

I am very thankful to
Mr. Raja AZAM, Chairman of Kelang Port Authority (Malaysia)

Mr. Stanley JOHNSON, Managing Director of the British Transport Docks Board (Great Britain)

Mr. Ben E. NUTTER, Executive Director—Port of Oakland (U.S.A.)

Mr. MONKEMEIER, General Manager of the Port of Hamburg (Federal Republic of Germany)

who quite willingly agreed to take a part in the study of the subject and to lead the discussion in Singapore as panelists at the working session of the 14th of March 1975 at 8.30 a.m.

Port co-operation towards revenue evaluation is a topic of concern already expressed on several occasions by members of I.A.P.H.: the seventh Conference held in Montreal made an approach to one of the sides of this problem with the Major Paper of Mr. Stanley JOHNSON entitled "Financial policies for ports". The nature and the importance of the revenues are obviously basic data as regards the management of port authorities. For the first time, this subject will be dealt with in Singapore in its generality, and many among us will be somewhat surprised that it has not been studied before. As a matter of fact, such a vast subject involves quite a lot of preliminary

(Continued on Page 10)

IAPH will cover Telecommunication meeting, ECAFE

Intergovernmental Working Party of Telecommunication of Transport and Communication Committee, Economic Commission for Asia and the Far East (ECAFE) will be convened at Bangkok from 12 to 18 November, 1974.

The Provisional Agenda are as follows.

1. Review of current developments in the field of telecommunication and development priorities in the next decade
2. Asian Telecommunication Network
 - (a) Report on the implementation of the Asian Telecommunication Network
 - (b) Establishment of an "Asian Telecommunity"
3. Western Pacific pre-investment/feasibility study
4. Development of telecommunication services in the South Pacific portion of the ECAFE region
5. Telecommunication traffic engineering
 - (a) Traffic engineering activities
 - (b) Traffic statistics
 - (c) Subscriber behaviour pattern and traffic engineering
 - (d) Training in traffic engineering
6. Progress report on training
 - (a) Training centres
 - (b) Advanced level training centre
 - (c) Seminars
 - (d) Test and development centre
7. Utilization of communication satellites in the ECAFE region
8. Review of the development of radio frequency monitoring in the region
9. Development of raid and TV broadcasting in the region
10. Review of technical assistance rendered by ITU in the region
11. Programme of work and priorities

With the kind co-operation of Mr. Howe Yoon Chong, Chairman/General Manager, the Port of Singapore Authority, Mr. Lung Chien Ping, Manager of Corporate Planning, Telecommunication Authority of Singapore will attend this meeting as observer for IAPH. (K.Y.)

Visitor

Mr. F.J.N. Spoke, Port Manager, Port of Vancouver, Canada, visited the Head Office and was met by Dr. Hajime Sato, Secretary General, Mr. Toru Akiyama, Secretary General Emeritus, and other staff of the Secretariat, on the morning of October 4th.

He was on a three-week tour of the Far East heading a delegation from Port of Vancouver whose main purpose was propagating their new port facilities.

(Continued from Page 7)

drafted, is expected to decide on the scope, form and content of such a convention.

Through the kind offices of Mr. John Lunch, Director General of the Port of London Authority, IAPH Liaison Officer with UNCTAD, IAPH will participate in the above session, represented by Mr. Sydney Albert Miller, Personal Assistant to the Assistant Director General Mr. Ordman of the Port of London Authority.

IAPH members will be informed of the outcome of this vital session through this journal in the nearest possible future. (K.Y.)

When Dr. Sato and his Secretariat staff met Mr. Spoke last, he was a leading member of the Organizing Committee for the 8th IAPH Conference, dispatched from Port of Rotterdam, then as Deputy Managing Director. Mr. Spoke enjoyed the reunion, recalling the days he and the IAPH Head Office staff worked together at LAI Convention Hall, Amsterdam, in May, 1973. (TKD)

Messages—Continued from Pages 8,9

1. by Mr. Altvater

merce. This is a challenge for our International Ports Association to develop an expertise in the field of trade promotion.

This program will be presented as the first working session of the ninth I.A.P.H. Conference between 1400 to 1600 hours on Tuesday, March 11, 1975.

3. by Mr. Brotherson

dealing with the disposal of industrial wastes.

Following the presentation of the papers, the panelists will be available for questions and will be joined by Captain H.J. Brandenburg, Harbour Master of the Port of Rotterdam. As a representative of Rotterdam which is generally regarded as the world's largest port, Captain Brandenburg will undoubtedly be in a position to answer enquiries as to the measures taken to combat pollution, not only in his port but also in other ports in Europe, and will make a valuable contribution to what I feel sure will prove to be an interesting and stimulating discussion.

4. by Mr. Boeuf

thinking.

The first aim of the working session is to state as clearly as possible the main problems, connected with port revenue. From the analysis of the various existing situations, I thought that it would be interesting to develop first of all the three following themes:

1—THE DIFFERENT TYPES OF PORTS AND HARBOURS AND THEIR REVENUES—WHAT CAN BE EXPECTED FROM A CO-OPERATION BETWEEN PORTS TO THIS RESPECT ?

This is the way I wish to introduce the discussion and place the problem in its relevant scope.

2—PORT POLICY AND PORT REVENUES by Mr. Stanley JOHNSON

Port revenue is numbered among the instruments of the policies of the ports and the investigation of the part it plays would constitute one of the fundamental issues to be talked over during the discussion.

3—THE FIXING OF CURRENT TARIFF STRUCTURE AND RATES by Mr. Ben NUTTER

This subject should enable to speak about a series of practical problems which port authorities have to cope with.

The debate should enable to get a wider picture of the subject, in order to reach our second aim which is to ascertain the situations where such a co-operation seems to be practicable and to agree upon the means to foster up such a co-operation in a practical way.

I do hope that our analysis will prove to be a good basis from which to start, so as to develop in the future, and on more and more precise points, the co-operation between ports as far as revenues are concerned.

2nd Session of the UNEP Governing Council—Report

By Mr. P. C. Bakilana
East African Harbours Corporation

As IAPH members were informed through the April 1974 edition of this journal, IAPH participated in a session of the Governing Council of United Environment Programme (UNEP) for the first time.

Through the good offices of Mr. P.K. Kinyanjui, Chairman of East African Harbours Corporation, IAPH was represented at the second session of the above Council, held from 11 to 22 March, 1974, in Nairobi, Kenya, by Mr. P.C. Bakilana, Secretary and Legal Officer of East African Harbours Corporation.

Following is the full text of Mr. Bakilana's report sent to us for the benefit of IAPH members. (K.Y.)



Mr. P. C. Bakilana

Report on the 2nd Session of the United Nations Environment Programme Governing Council held in Nairobi from 11th–22nd March, 1974

The United Nations Environment Programme (UNEP) has its origin in the United Nations Conference on the Human Environment which met at Stockholm, Sweden, from 5th to 16th June, 1972. The Conference, having considered the need for a common outlook and for common principles to inspire and guide the peoples of the world in the preservation and enhancement of the human environment, had proclaimed, among other things, that the protection and improvement of the human environment is a major issue which affects the well-being of peoples and economic development throughout the world; it is the urgent desire of the peoples of the whole world and the duty of all governments. The Conference, therefore, called upon governments and peoples to exert common efforts for the preservation and improvement of the human environment, for the benefit of all the people and for their prosperity.

2. In pursuance of these recommendations, the 27th General Assembly of the United Nations, under its Resolution 2997 (XXVII) of 15.12.72, established UNEP headed by a Governing Council composed of 58 members.* It held its first meeting in Geneva, Switzerland, from 12th to 22nd June, 1973 thus making the official launching of UNEP's programme.

* Members of the Council are: Argentina, Australia, Austria, Brazil, Burundi, Cameroon, Canada, Central African Republic, Chile, China, Czechoslovakia, France, Gabon, German Democratic Republic, Germany (Federal Republic of), Ghana, Guatemala, Iceland, India, Indonesia, Iran, Iraq, Italy, Ivory Coast, Jamaica, Japan, Jordan, Kenya, Kuwait, Lebanon, Madagascar, Malawi, Mexico, Morocco, Netherlands, Nicaragua, Nigeria, Pakistan, Panama, Peru, Philippines, Poland, Romania, Senegal, Sierra Leone, Somalia, Spain, Sri Lanka, Sweden, Syrian Arab Republic, Tunisia, Turkey, Union of Soviet Socialist Republics, United Kingdom of Great Britain and Northern Ireland, United Republic of Tanzania, United States of America, Venezuela, Yugoslavia.

3. The Governing Council is to provide policy guidance and co-ordination of the Nations environmental programmes within the United Nations system, thus giving a new dimension to the work of all Members of the United Nations family of organisations. The General Assembly also asked the Council to decide on setting priorities for implementing the 109 recommendations of the Stockholm Conference on the Human Environment and on the utilization, to this end, of the Fund of UNEP, which derives from voluntary contributions of governments.

4. At its 2nd Session in Nairobi from 11th to 22nd March, 1974 also attended by 94 observer Non-governmental Organisations (N.G.O.'s) the Council reviewed the present and future activities of the Programme, set priority areas for it, decided to participate in the financing of the Exposition element of the 1976 United Nations Conference—Exposition on Human Settlements in Vancouver, Canada, and recommended that the General Assembly of the United Nations decide to set up, effective 1st January, 1975, a new International Habitat and Human Settlement Foundation.

5. The 58-Council also reviewed and approved the budget of UNEP, adopted its rules of procedure, and approved the compatibility of UNEP with the International Development Strategy for the Second United Nations Development Decade and with the World Plan of Action for the Application of Science and Technology to Development.

6. The Council recommended that the General Assembly take note of the Council's intention to make a recommendation at a later session, concerning the convening of a second United Nations Conference on the Human Environment.

7. In actions on various other matters, the Council:—

(a) Decided that its third session would be held at Nairobi, for two and a half weeks, from 6th to 21st February, 1975 and approved a 17-point provisional agenda for the session;

(b) Noted a statement by the UNEP Executive Director,

Maurice F. Strong, that the Headquarters Agreement between UNEP and the Government of Kenya had been finalised and would be signed as soon as a supplementary agreement was completed, and that the Agreement provided for the setting up of Permanent Missions to UNEP by Governments and for the accreditation of their representatives to the Executive Director;

- (c) Requested the Executive Director, in co-operation with other organisations of the United Nations system, to prepare a study and make proposals for the implementation of General Assembly resolution 3129 (XXVIII), regarding co-operation in the field of environment, concerning natural resources shared by two or more states;
- (d) Established an Earthwatch system of global monitoring and information services designed to provide early warning of environmental risks to ensure that Governments have access to the best scientific knowledge, experience and technology required to deal with important environmental problems;
- (e) Launched a major attack on the problems of arresting the march of deserts and aridity, prevention of soil erosion and restoration of productivity of arid areas, in an effort to prevent or mitigate "future Sahelian-Type" tragedies;
- (f) Mounted an attack on the problems of preserving the marine environment and its living resources, including a number of specific measures designed to complement and support the United Nations Law of the Sea Conference;
- (g) Established a \$100,000 revolving fund for information on environmental matters; and
- (h) Decided that UNEP, with co-operation of other United Nations bodies should assign high priority in its global Monitoring System to the monitoring of radionuclides resulting from nuclear tests and report regularly on the matter to the Governing Council.

Habitat and Settlements Foundation

8. Upon a proposal by its Bureau, after intensive consultations among all the regional groups in the Council, the Council adopted a decision (GC(II)CRP.9) recommending that the General Assembly decide to establish a voluntary International Habitat and Human Settlement Foundation (IHHSF) to be initiated on 1 January 1975, with an allocation of \$4 million over four years from the Fund of UNEP.

9. In another decision on the matter (GC(II)CRP.10), the Council invited the Economic and Social Council (ECOSOC) to consider, as a matter of urgency, the decision of the Government Council on the establishment of IHHSF, and to propose to the General Assembly the necessary consequential changes in the role and functioning of the existing Centre for Housing, Building and Planning of the Department of Economic and Social Affairs.

10. The original proposal on the question was by Jamaica, whose representatives called for the establishment of an international fund for human settlements, with an initial allocation of \$5 million from UNEP funds, and a target of \$250 million over five years. Following negotiations, however, the Council recommended the setting up of IHHSF.

11. The decision of the Council on IHHSF contains a draft resolution which the Council recommends to the General Assembly for its adoption. In its preambular paragraphs the draft resolution would have the Assembly reiterate its concern with the "deplorable and deteriorating conditions of human settlements, particularly the critical shortage of shelter and environmental services for low-income groups in developing countries, in both urban and rural areas and the lack of relevant financing strategies".

12. In the operative paragraphs, the Assembly would decide that under the authority and guidance of the Governing Council of UNEP the Executive Director should be entrusted with responsibility for administering IHHSF and providing the technical and financial services related to the institution.

13. The Assembly would also decide that the primary operative objective of the IHHSF would be to assist in strengthening national environmental problems relating to human settlements particularly in developing countries through the provision of seed capital and the extension of the necessary technical and financial assistance to permit an effective mobilization of domestic resources for human habitat and environmental design and improvement of human settlements.

Conference-Exposition on Human Settlements

14. The General Assembly of the United Nations, in its resolution 3128 (XXVIII) of 13 December 1973, decided that the Conference-Exposition on Human Settlements "CONFEX" should take place at Vancouver, Canada, from 31 March to 11 June 1976.

15. Following the review of preparatory arrangements for CONFEX, the Council agreed to participate in it, and requested the Executive Director of UNEP to submit a complete budget on it to the Council at its next session, and in the intervening period, authorised him to use a sum of not more than \$1.5 million for 1974 and 1975 from UNEP resources to participate in the financing of the Exposition component.

16. In adopting a decision on the question, (GC(II)CRP.11), the Council requested the Executive Director to convey to the Preparatory Committee for the Conference-Exposition, through the Secretary-General of the Conference-Exposition, the wish that it pay due regard to the comments, ideas and suggestions expressed during the consideration of this item by the Governing Council at its second session.

UNEP and Second Development Decade

17. In its decision on the Second UN Development Decade and the World Plan of Action for the Application of Science and Technology to Development, the Council expresses its consideration that the Environment Programme, as at present conceived "is compatible with and promotes the objectives of the International Development Strategy for the Second United Nations Development Decade and with the World Plan of Action for the Application of Science and Technology to Development".

18. It also recommends that, in order to ensure the continuing compatibility of the Programme with the Strategy, the Executive Director participate in the process of review and appraisal of the Strategy.

Co-operation on Shared Natural Resources

19. On the question of "co-operation in the field of the environment concerning natural resources shared by two or more States", the Council adopted a decision submitted by Argentina, Burundi, Canada, Central African Republic, Gabon, India, Iran, Kenya, Mexico, Madagascar, Nigeria, Pakistan, Romania, Senegal, Sierra Leone, United Republic of Tanzania, Venezuela, Yugoslavia and Zaire. (GC(II)/CRP.3).

20. The decision was adopted, on a roll-call vote requested by Brazil, by 29 in favour, one against (Brazil) and 16 abstentions. It requests the Executive Director to submit his report and proposals on the question to the Governing Council at its third session, with the purpose that the report would be presented to the thirtieth session of the General Assembly.

21. Further, the decision requests the Executive Director to take the necessary measures to ensure that the provisions of General Assembly 3129 (XXVIII), regarding the question, are taken into account in preparing and undertaking the relevant UNEP Programme Activities, and to report to the Council at its third session on the measures taken for the implementation of that resolution.

Second UN Environment Conference

22. The Council recommended that the United Nations General Assembly, at its twenty-ninth session, take note of the Council's intention to make a recommendation at a later session, concerning the convening of a second United Nations Conference on the Human Environment.

23. In a decision proposed by Japan, Kenya and Mexico and adopted without a vote, the Council also recommended that the second Conference be held with possible participation at the ministerial level, "at an appropriate time and place to be considered by the Governing Council at a later session, when the Governing Council should address a recommendation thereon to the General Assembly, taking into account the status of implementation of the programme activities of UNEP".

Specific UNEP Areas of Concentration

24. The Council decided to select specific areas of concentration within the priorities approved at its first session in which the programme activities should be carried out, and further decided that these areas should be selected in close conformity with the general criteria adopted at the first session, and in light of certain other considerations. It listed the considerations as follows:—

- (a) The Programme should be action-oriented and based on the best possible scientific information and advice.
- (b) The Programme should be compatible with the International Development Strategy for the Second United Nations Development Decade and the World Plan of Action for the Application of Science and Technology to Development.
- (c) There should be an appropriate balance between, on the one hand, the activities undertaken by the members of the United Nations system, inter-governmental and non-governmental organizations and, on the other hand, the national activities of regional and international significance, as well as among activities responding to the needs of different geographic and ecological regions and of countries at

different stages of development and with different economic and social systems. Such a balance may be assured through continuing consultations by the Executive Director with governments and all other parties concerned.

- (d) Special emphasis should be placed on satisfying the needs of developing countries.
- (e) Special attention should be paid to the development of institutional capabilities, particularly in the developing world, both by utilizing existing institutions and by supporting the development of new capabilities where required.

Revolving Fund for Information

25. In its decision to set up a \$100,000 Revolving Fund to finance the production of information materials in support of national programmes, public information and education in the environmental field, the Council decided that the sum would be allocated from the UNEP Fund Programme for 1974.

26. The Council decided that:—

- (a) The income from the sale of rental of information materials, the production of which was financed from the Revolving Fund (Information), should be credited to the Revolving Fund (Information);
- (b) The income to the Revolving Fund (Information) during any financial period, when in excess of the expenditures debited to or the commitments incurred by the Revolving Fund (Information) during the period, shall be credited to the Fund Programme Reserve;
- (c) Following the receipt of the information the Governing Council shall decide on any change in the level of the Revolving Fund (Information);
- (d) The Executive Director shall provide and enforce rules governing the use of the Revolving Fund (Information) and shall report such to the Governing Council; and
- (e) Would request the Executive Director to inform the Governing Council at each session of the transactions financed from the Revolving Fund (Information) and to present a balance sheet at the end of each financial year.

27. In discussion the proposed programme as presented by the Executive Director in document (UNEP/GC/14/Add.2) it commented on the priority areas of the programme. These areas were: human settlements and habitat; human health and well-being; land, water and desertification; trade, economics, technology and transfer of technology; oceans; conservation of nature, wild-life and genetic resources; and energy.

28. Regarding oceans, the governing council noted that man's intensive use of the sea (for navigation, waste disposal, and for mineral resources extraction) has significantly changed their physical, chemical and biological characteristics. The disposal into the sea of harmful substances in amounts and at rates which overtax its capacity to absorb or purify them creates the problem of marine pollution. In order that early and adequate control measures may be taken, a systematic assessment of the state of the marine environment and its living resources is necessary. This assessment rests on surveillance and monitoring activities, the research and evaluation of results, and the timely exchange and dissemination of relevant data and information.

29. The Council envisaged that measures to be taken would involve assessment of the problem, its control, conservation and protection of aquatic resources, protection of living resources against harmful effects of marine pollution and intensive exploitation, and conservation of aquatic mammals.

30. Regarding energy, the Council decided that the Executive Director of UNEP should be allowed to exercise discretion as to UNEP's next action, bearing in mind the developments on the energy question, particularly the results of the forthcoming special session of the General Assembly.

UNEP Fund Programme for 1974 and 1975

31. The Council reviewed proposals of the Executive Director concerning the UNEP Programme for 1974 and 1975 (Documents UNEP/GO/17 and Rev.1 and Rev.1, Corr.1). The Council:—

- (a) **Decided** that the financial reserve shall be constituted by deducting 7.5 per cent from voluntary contributions paid, up to \$1,650,000 and that the level of the financial reserve will be reviewed by the Governing Council at its third session;
- (b) **Authorised** the allocation of \$18,000,000 in 1975 for Fund Programme activities;
- (c) **Authorised** the allocation of \$1,600,000 in 1974 and provisionally authorises the allocation of \$900,000 in 1975 for Fund Programme Reserve activities subject to review of the level of the Fund Programme Reserve by the Governing Council at its third session;
- (d) **Authorised** the allocation of \$1,715,000 in 1974 and \$2,091,000 in 1975 for Programme support costs;
- (e) **Authorised** the allocation of \$1,186,000 in 1974 and \$1,434,000 in 1975 for the administrative costs of the Fund;
- (f) **Noted** the Executive Director's declared intent to endeavour to effect savings in dollars and staff costs on the Programme support costs and the administrative costs of the Fund to the extent feasible.

Permanent UNEP Headquarters in Nairobi

32. The Governing Council took note of the Executive Director's wish to embark upon a pre-feasibility study of the environmental aspects of the construction of permanent headquarters for UNEP in Nairobi.

33. It requested the Executive Director to prepare a report in consultation with the Secretary-General for presentation to the Governing Council at its third session. It authorised the Executive Director to seek the assistance of outside experts if required and authorised him to draw on the UNEP Fund Programme Reserve for the purpose of the study an amount "in the order of \$50,000 and up to a limit of \$100,000".

Priority for Sudano-Sahelian Region

34. The Council decided, in considering the priority area of land, water and desertification that first priority should be given to the establishment of integrated research programmes on arid and semi-arid lands. Work in this field should be carried out on a regional basis through studies, meetings and the creation of programme activity centres.

35. It decided that particular attention should be paid to the Sudano-Sahelian region. In the light of General Assem-

bly Resolution 3054 (XXVIII) and because of the urgency of immediate intervention, the Executive Director was requested to treat this region afflicted by drought as a priority area of concentration within UNEP's programme of activities planned for 1974.

Decisions on GEMS and IRS

36. The Governing Council authorized the Executive Director in continuing consultation with Governments to continue to design, develop and begin to implement the Global Environmental Monitoring System (GEMS) for monitoring priority pollutants related to environmental factors and other significant environmental aspects and to that end, to take necessary administrative steps including appointment of appropriate staff and to call upon the advice of meetings of experts.

37. The Council also authorised the Executive Director to develop, on the basis of continuing consultation with Governments, the International Referral System (IRS) for sources of environmental information and to provide the necessary resources and staff at UNEP headquarters for this purpose.

38. It instructed the Executive Director to take preparatory action in consultation with Governments to establish a network of national and regional focal points established by Governments wishing to participate in IRS and authorised him to provide assistance as appropriate or facilitate the participation of developing countries.

Information, Education and Training

39. Regarding supporting measures for environmental programmes, the Council emphasized the importance of all activities relating to information, education, training and technical assistance and called for action at regional and national levels. It stated that emphasis should be given to the preparation of text-books, designing curricula and teaching aids and to the training of communicators such as journalists and broadcasters.

Review of Environmental Situation

40. The Council carried out a review of the environmental situation and of the activities relating to the environmental programme. It took note of the framework proposed by the Executive Director (Document UNEP/GO/14 Add.1) for the review of the environmental situation and of activities relating to the Environment Programme.

41. It requested the Executive Director to take the necessary steps to establish, in close collaboration with other members of the United Nations system and in consultation with Governments, an inter-agency task force which would devise a methodical way of providing data concerning system-wide activities relating to the environment for the purpose of the recurrent review, and to formulate guidelines for the contents of national reports on current environmental activities.

It also:—

- (a) Requested the Executive Director to ensure that a more advanced phase of the review is presented to the Governing Council at its third session, covering in full at least one of the priority areas defined by the Council at its first session;
- (b) Invited Governments, members of the United Nations system, inter-governmental organisations and international non-governmental organisations to co-operate fully with the Executive Director in the

preparation of the review by supplying the necessary data requested by him, and to this end;

- (c) Requested the members of the United Nations family and other international organisations to communicate to UNEP, through appropriate procedures, the relevant information—including the total of specific financial allocations—on their activities in all areas which may concern the United Nations Environment Programme, as well as all the data which would permit UNEP to fulfil its responsibilities to the full;
- (d) Recommended that the Governments represented in the specialized agencies and international organizations of the United Nations system should take the steps necessary for all this information to reach UNEP within suitable time limits;
- (e) Further recommended that the Environment Co-ordination Board established under part IV of General Assembly resolution 2997 (XXVII) should discharge with increased vigour its responsibilities in this regard; and
- (f) Further requested the Executive Director to report to the Governing Council at its next session regarding the response to these recommendations.

Future Development of the Programme

42. Regarding future development of the Programme, the Council requested the Executive Director to continue his activities in seeking increasing knowledge and understanding of "outer limits", particularly climate change and biological tolerances. On the subject of "man-induced weather modifications", it requested the Executive Director to consult the World Meteorological Organization (WMO) and other scientific and legal experts as necessary on the desirability of developing general principles and operative guidelines or a code of conduct on the subject, including its operational and research aspects. The Council stated that any joint plan for a future course of action which might be decided, might also include the convening of an inter-governmental working group of scientific and legal experts to draft the set of guidelines with adequate background documentation for such a group being provided by the UNEP Secretariat.

Implementation of UNEP Programme Next Year

43. The Council decided to give discretion to the Executive Director in the implementation of the UNEP Programme next year, "bearing in mind the overall programme priorities of UNEP, to select areas of concentration within the priority subject areas and functional tasks which the Council listed".

44. It suggested that, in exercising the discretion, the Executive Director should pay particular attention to the following areas, "which are not listed in strict order of priority":

- (a) Development of environmentally sound technology related to human settlements, low-cost building techniques, water and waste treatment.
- (b) Technological and social solutions to human settlements problems especially in transitional settlements, pilot projects, eco-development.
- (c) Rural development—with special attention to rural-to-urban migration.
- (d) Register of potentially toxic chemicals.
- (e) Trade, economic technology and transfer of eco-

gy.

- (f) Integrated pest control—pilot projects.
 - (g) Management of arid and semi-arid lands and tropical forest eco-systems—problems of desertification.
 - (h) Protection of the marine environment—regional activities.
 - (i) Protection of endangered species conservation offwet lands, water expansion of national parks systems.
 - (j) Conservation of genetic resources.
 - (k) Eco-development.
45. The Council suggested that particular attention be paid to the following functional tasks;
- (a) Global Environmental Monitoring System (GEMS).
 - (b) International Referral System (IRS).
 - (c) Development of environmental management and assessment capabilities, and
 - (d) Education, information, technical assistance and training.

Organization of the Session

46. At its first meeting on 11th March, 1974 the Council elected by acclamation NJOROGE MUNGAI, Foreign Minister of Kenya as its President. It also elected by acclamation the following officers for the Session: SAMUEL BENCHIMOL (Venezuela), MARTIN WYATT HOLDGATE (United Kingdom), and NARCISO REYES (Philippines), Vice Presidents; and ADOLF A. CIBOROWSKI (Poland) Rapporteur. It established two sessional committees: Sessional Committee I to deal with "the Environment Programme" and report thereon to the Council; and Sessional Committee II to deal with "matters arising from the General Procedures governing the operation of the Fund of UNEP" and "financial and budgetary matters".

47. The Council designated Mr. HOLDGATE (United Kingdom) and Mr. REYES (Philippines) Vice-Presidents of the Council, to serve as Chairman of Sessional Committees I and II respectively. JOSEPH NAFFAH (Lebanon) was elected Rapporteur of Sessional Committee I, while JOSE ANTONIO GALLEGO GREDILLA (Spain) was elected Rapporteur and Vice-Chairman of Sessional Committee II.

Address by President Kenyatta

48. Early in the Session, the President of Kenya, His Excellency MZEE JOMO KENYATTA addressed the Council and called upon the delegates to recognize the responsibility of the Council, "in which now resides perhaps the last and only element of hope for all mankind".

49. In a special message from New York, read on his behalf by UNEP Executive Director Maurice F. Strong, the Secretary-General of the United Nations, Kurt Waldheim, said that "the historic occasion" of the Council's session in Nairobi particularly demonstrated the results of the warm and positive co-operation which the United Nations had received from President Kenyatta personally, and from the Government and people of Kenya, for which the United Nations was "deeply grateful".

50. In his introductory statement, the Executive Director of UNEP, Mr. Strong, reviewed the activities carried out by UNEP during the past year. He said that "they covered a wide spectrum, ranging from support of the special Sahelian Office established to mobilize assistance to help the Governments of that drought-stricken region, to the first

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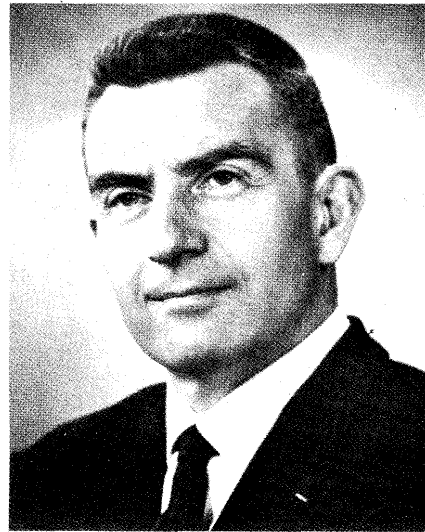
The Second Meeting of the PIANC / IAPH / IALA Joint Committee on Port Signals

(held in Brussels, 14th and 15th May, 1974)

**By Mr. Paul Bastard, Director General
Port of Le Havre Authority, France**

Following the report on the first meeting of the PIANC/IAPH/IALA Joint Committee which was published in the February issue of this journal, the report on the second meeting of the same Joint Committee held in May, 1974, was made public through the good offices of Mr. Paul Bastard, Director General, Port of Le Havre Authority and Chairman of the Special Committee on Large Ships, who represented IAPH at the meeting in Brussels, at the request of President Vleugels.

This report was originally written in French by Mr. Bastard, and translated and edited by Mr. N. F. Matthews, Secretary, Joint PIANC/IAPH/IALA Committee, Trinity House, London, for the benefit of IAPH members. This report was provided last June but the presentation in this journal has been delayed. (K.Y.)



Mr. P. Bastard

The February 1974 issue of our review "Ports and Harbors" published, on page 9, a report of the 1st meeting of the P.I.A.N.C./I.A.L.A./I.A.P.H. Joint Committee on Port Signals, which was held in PARIS the 26th November 1973, as well as the Terms of Reference confined to this Committee by the three Associations.

The second meeting of the Committee was held the 14th and 15th May 1974 in BRUSSELS.

The persons assisting were:

Chairman : Captain BURY, Trinity House
Secretary : Mr. MATTHEWS, Trinity House

P.I.A.N.C. Executive Committee :

Prof. WILLEMS, Chairman of
the P.I.A.N.C.

Mr. VANDERVELDEN, Secretary of the
P.I.A.N.C

I.A.L.A. Executive Committee:

Mr. BAUDELAIRE

Delegates

Argentina:	Captain MALUGANI
Belgium:	Captain de MULDER Captain de DECKER
Equator:	Lt. PADILLA
Finland:	Mr. BURMEISTER Mr. MANNOLA
France:	Mr. LEVY Mr. BASTARD
Germany:	Mr. VOGT Mr. LERCH

Iran:	Mr. SALIMI Mr. KARBASI
Netherlands:	Captain EICHELSHEIM
Norway:	Cdr. ORDING
Spain:	Mr. BERENGUER
Sweden:	Captain SUNDGERG
Tunisia:	Mr. LAYOUNI
U.K.:	Captain KIRTON Mr. SMITH
U.S.A.:	Captain FOX

This second meeting showed a difficulty concerning the attributions of the Committee. Effectively, the terms of reference refer explicitly to the "Lisbon Agreement of 1930" and to "movement signals in coastal waters, in ports and in inland waterways".

The "Lisbon Agreement" only concerns one part of the signals destined to the navigation: Firstly, gale signals, secondly, signals for the tide and its water level, thirdly, signals concerning the vessels' movements in port entrances, or important access channels, to know the signals forbidding entrance in case of danger and, in normal operating conditions, the signals forbidding, entrance, departure and entrance and departure.

A long discussion arose amongst the Committee members amongst:

— those who considered that the mission of the Committee was limited to the signals hereabove.

— those that estimated the mission of the Committee was to bring about, in a general way, all possible help to the Captain on his bridge and that the Committee should, therefore, be able to employ other signals than those which are visual making up the "Lisbon Agreement".

The following compromise was adopted:

The Committee will ask, by a letter composed by Mr. MATTHEWS, instruction from the three Mother-

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steps in the creation of Earthwatch". In addition to consultations with the scientific world, industry and universities, Mr. Strong reported the significant progress in advancing and applying new approaches to "eco-development".

Report on ILO Dock Labour Seminar

By Mr. L.K. Barongo

On March 9, 1974, the Secretary General received a letter from the International Labour Office (ILO) inviting IAPH to be represented by an observer at the Dock Labour Seminar for East Africa, which was held in Mombasa, Kenya, from 2 to 14 September 1974, in collaboration with the Swedish International Development Authority (SIDA) and the Government of Kenya (Ref. P. 11, May 1974 edition of this journal).

With the kind co-operation of Mr. P.K. Kinyanjui, Chairman of East African Harbours Corporation, IAPH had the seminar covered by Mr. L.K. Barongo, Chief Personnel Officer, East African Harbours Corporation.

The following is the full text of Mr. Barongo's report on the proceedings of the Seminar which was first submitted to President Vleugels and forwarded to this office. (K.Y.)

ILO/SIDA Dock Labour Seminar for East Africa

The Dock Labour Seminar for East Africa met at the Kenya Beach Hotel, near Mombasa, Kenya, from 2nd to 14th September, 1974. It was organised by the International Labour Office in co-operation with the Swedish International Development Authority, and financed by the

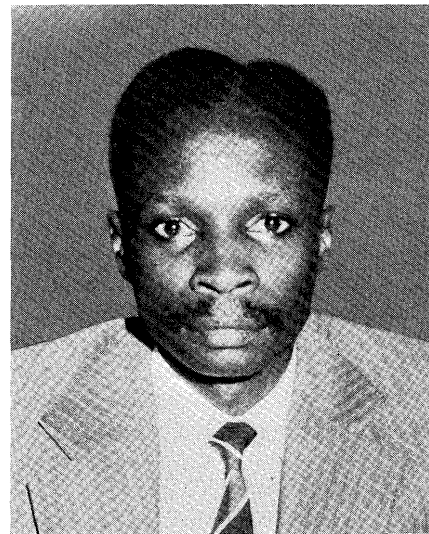
Associations. While awaiting the replies, a questionnaire, which will be diffused to different world ports, will be prepared comprising of two parts: One, strictly limited to the terms of reference and the other, relative to the signals in the interior, entrance and coastal waters of the ports.

It appeared that concerning the "Lisbon Agreement", this questionnaire, after having asked the ports for the signals used by them and their specific signification, will invite the port authorities to present a list of information and messages which they wish to give to their users.

During the discussions, the following points were evoked:

- the attributions confined, after the "Lisbon Agreement" to the WORLD METEOROLOGIC ORGANISATION, on gale signals.
- the new needs concerning pleasure boats (very small to very large)
- the role that communications and information by radio can henceforth
- the legal implications of the visual signalization forbidding such or such a movement
- the great interest, in every case, for the harmonization of the visual signals and their signification in the port approaches (example: forbidden to all navigation, even pleasure boats, because of a large tankers' arrival) at the port entrances (example: jetty lights) and in the ports (example: lock lights, mobile bridge lights, or else, information and instructions for barges).

The Working Group that will compose this questionnaire, comprises of questionnaire will be diffused before the 1st October 1974 to the members of the Joint Committee who will hold their next meeting in PARIS the 26th and 27th November 1974.



Mr. L. K. Barongo

latter.

The Seminar enabled people holding responsible positions in the port industry and representing either the government or the employers' organisations or the dockworkers' unions, and possessing an intimate knowledge and practical experience of port activities and dock labour questions, to exchange experience and to draw appropriate conclusions regarding the following subjects for possible application to their national port industry:—

- (i) The Maritime and port activities of the ILO.
- (ii) Regularization of employment of dockworkers and stabilization of earnings.
- (iii) Social repercussions of the introduction of new methods of handling cargo.
- (iv) Organization of work in port.
- (v) Training of port personnel.
- (vi) Labour-Management relations in the docks.
- (vii) Welfare of Dock Labour.
- (viii) Safety and health in dock work.

There were participants from Ethiopia, Kenya, Madagascar, Mauritius, Seychelles, Somalia, Sudan and Tanzania. A list of these, including observers and Seminar staff is attached herewith as Appendix 'A'.

The Seminar heard and discussed papers on labour aspects of port operations as well as descriptions of the situation existing in the main ports of the region.

During the Seminar the Port of Mombasa was visited.

Some of the conclusions resulting from these discussions are set out on the following pages:—

SOCIAL REPERCUSSIONS OF NEW METHODS OF CARGO HANDLING

When the question of social repercussions of new methods of cargo handling was discussed, the Seminar recognized that in the industrialized countries containers, roll-on roll-off methods, LASH ships were already current practice. It is however expected that as regards the ports the re-opening of the Suez Canal would speed up the process of change.

The pace with which these new methods will be

introduced in developing countries will largely depend upon factors which are beyond their control. It is likely that the new methods will be introduced gradually, thus enabling the adjustments of the dock labour force to be made gradually.

So far as possible, efforts should be made to adopt those methods which do not involve too sharp a reduction in the number of dockworkers. These technologies should be adopted, such as pallets, and LASH ships which enable cargo handling to be carried out speedily and efficiently, while at the same time not requiring a sharp reduction in the number of dockworkers employed.

When a reduction of the dock labour force becomes inevitable, this should be obtained, as far possible as the result of natural attrition or wastage, that is as the result of workers voluntarily leaving dock work, or leaving as the result of incapacity, age, or death. In such cases, recruitment would be suspended. In this as well as in other aspects of the social repercussions of the introduction of new cargo handling methods, full account should be taken of the provisions of the Dock Work Convention, 1973, No. 137 and of the Dock Work Recommendation, 1973, No. 145.

The Seminar expressed the wish that participants would press, within the capabilities and circumstances of the individual countries, for the ratification of the Convention and the acceptance of the Recommendation mentioned above by the responsible authorities of their countries as soon as possible.

The Seminar agreed that a concerted effort should be made by management and workers to face the social consequences of these changes and that the other countries of the East African region should draw from the experience of the ILO in this field.

Another aspect of the repercussions of the introduction of new methods is the need for further training in connection with the use of modern and sophisticated machines. It was suggested that steps should be taken to put at the disposal of the dock workers those training facilities which will enable them to operate these machines. Retraining facilities should also be put at the disposal of the dock-workers who might become redundant.

REGULARISATION OF EMPLOYMENT AND STABILISATION OF EARNINGS

The Seminar recognised that as part of the measures required to allay the fears of redundancy arising from the probable extension in the region of new methods of cargo handling which has been referred to above, it was desirable that dockworkers be afforded some guarantees against undue irregularity in employment and earnings. It was found that at any rate certain classes of dockworkers were in many ports taken on as permanent employees, and thus enjoyed the same periods of notice and severance payments as applied to workers in other occupations. In some cases, the number of dockworkers on the permanent register could not be reduced without a joint decision by the employers and the trade unions.

On the other hand, it was noted that in most of the ports of the region, these guarantees did not extend to workers regarded as seasonal or casual, for whom no provision was made to ensure at least minimum earnings, or in respect of whom the guarantee offered was very limited, for instance to a given sum for any week for which they were engaged. In some ports, no payment was provided for dockworkers when not at work, even if

employment was limited to those workers who were on a register.

Whilst recognising that there may be circumstances such as the case of small ports receiving ships only occasionally, when it may be difficult to offer such guarantees, and where the casual dockworkers may even have other sources of income, the Seminar was of the opinion that every effort should be made to extend the guarantees offered to dockworkers as regards their continued employment and/or their earnings, or to set up new schemes for the purpose where they do not already exist, on the lines of the Dock Work Convention, 1973 (No. 137) and the Dock Work Recommendation, 1973 (No. 145).

THE ORGANISATION OF WORK IN PORTS

The Seminar recognised that the methods of organising work in ports needed to be kept under constant review with a view to improving throughput and speeding the turn-round of ships. Promotion of efficient cargo handling was desirable for the sake of the development of the country and the improvement of its terms of trade. It was also in the best interests of both operators and dockworkers.

Attention was drawn to the increasing extent to which recourse was being had to work on two or three shifts a day, to the willingness of the dockworker to accept new methods of handling cargo, and to the adaptation of the size of gangs to the nature of the particular handling operation.

Emphasis was placed on particular suggestions, including the following:—

(i) Where a choice is still technically possible—and choice may in fact be limited by the needs of ports at the other end of the line methods of handling should be encouraged which, whilst being efficient, economic and safe, provided as many job opportunities as possible and for economy in the use of imported capital equipment, as the latter constitutes a drain on scarce foreign currency resources.

(ii) Every effort should be made to reduce unproductive time as much as possible, one of the elements to be particularly observed in this connection being the proportion of the time during which dock workers are present that the hook on hoisting gear is moving.

(iii) Work study methods applied to port situations could constitute a valuable tool, increasing efficiency. In particular efforts should be made to reduce the number of times each package was handled between ship and consignee or conversely.

(iv) Cost/benefit analyses made both from the point of view of the operation as a whole and from the point of view of the different interests involved could be valuable in determining policy with regard, for instance, to the choice of technology to be used, to the desirability of shift work or overtime working, to the size of gangs, and to the strength of the dockworkers' register.

(a) Recognition should be accorded to representative trade unions; disputes and questions concerning recognition should not lead to work stoppages or other forms of direct action but, where necessary, should be dealt with through established, fair and expeditious procedures.

(b) The development of collective bargaining should be encouraged particularly as regard its wider use in dealing with new and complex issues facing the port industry, many of which are referred to elsewhere in these conclusions. Those engaged in collective bargaining

should have the necessary decision-making authority and responsibility.

(c) Measures should be taken to ensure the observance and respect of collective agreements by the parties concerned and by those they represent. To this end, collective agreements should be clear and comprehensive.

(d) Fair and speedy procedures for the settlement of workers' grievances should be developed or established.

(e) Effective two-way communications, being both of vital importance and difficult to achieve in ports, should be given special attention by employers and trade unions. In particular terms and conditions of employment should be clearly brought to the knowledge of the workers. Moreover, the establishment of joint consultative machinery can play an effective role in promoting the solution of problems of common interest.

The Seminar also concluded that good labour-management relations in ports should be furthered if:—

(a) Effective and speedy disputes settlement procedures including conciliation, and where necessary arbitration, were further developed and thus serve to avoid the necessity of resulting to work stoppages.

(b) Adequate bipartite and tripartite consultation, as appropriate, were to take place at port industry level and at the national level on all relevant matters and particularly those relating to basic changes in port operations and procedures.

THE TRAINING OF PORT PERSONNEL

In its consideration of the effects of changes in the methods of cargo handling on the port industries of the East African countries, the Seminar in its discussions paid particular attention to the modernisation problems and their effects on the job opportunities of port workers, which have arisen in other parts of the world.

In its discussions on the present levels of training of East African port labour operatives, in so far as these might need in the future to be improved and systemised to meet changes brought about by mechanisation of cargo handling and, in particular, through the increased flow of containers, the Seminar was advised of the joint activities carried out in Mombasa and Dar es Salaam in the training of their port labour forces by the East African Cargo Handling Service Ltd., and the East African Harbours Corporation. The Seminar concluded that it would be in the best interests of all ports in the Region if, through international assistance, the facilities at an existing training establishment might be expanded and modernised and made available for training higher levels of port operative from other countries in the Region.

It was considered essential that national port personnel training centres be set up in each country for the middle and lower echelons of port operatives, that training methods be aligned to visual aids and that instruction be carried out in the languages most commonly understood.

The Seminar was of the opinion that the I.L.O. was the best instrument through which the above request for regional assistance in the fields of port affairs and port-workers' training might be furthered.

SAFETY AND HEALTH IN DOCK WORK

In its discussions on the general question of the standard of safety precautions established by either law or by practice in the ports of countries on the East African

seaboard and in the Indian Ocean, it was observed by the Seminar that these differed widely. As might be expected those countries with the large and most developed ports evolved a systematic approach to the problem through the adoption of dock working regulations the maintenance of accident statistics and the appointment of professional port safety officers, so that a continuing interest in providing safe working conditions and in the carrying out of proper cargo handling techniques by port workers was ensured.

In the majority of countries, however, the Seminar noted that there were either no dock regulations or agreed safety working codes in existence or that, if legal stipulations were laid down for a national port industry, they were not being observed. In some cases it was also observed that no sector of those involved in port operations had any particular responsibility in the matter and that interest in observing safety and health precautions was either intermittent or non-existent.

In these circumstances, the Seminar concluded that it would be in the best interests of the lesser developed port industries in countries in the East African Region or in the Indian Ocean, if the technical expertise in the field of port safety now available in the major East African ports might be made available to those ports lacking in this respect.

PROPOSALS FOR ACTION BY THE INTERNATIONAL LABOUR OFFICE

The Seminar attached particular importance to arrangements which would enable the countries concerned, and their port administrations and dockworkers' trade unions, to receive in good time assistance in connection with the social repercussions of the introduction of new methods of cargo handling and objective information and advice regarding the types and volume of maritime traffic affecting the region, similar to the information made available to countries in Asia and Latin America. While some East African countries had already initiated special port development studies, it was felt that the information was needed for all countries in East Africa.

This need would best be met by the establishment at a premier port on the East African seaboard of a post of Port Consultant for the East African region. The incumbent should possess an extensive experience in cargo handling methods and training Port personnel at all levels, and be preferably bilingual (English and French).

The terms of reference should include the carrying out of research into the port problems, the drafting of guidance studies on port management techniques, port operational methods, the operational schemes for the regulation of employment and safety training schemes etc. suitable for East African ports.

A second aspect of a co-ordinated programme would be the setting-up of one or more suitable national or regional training centres, at which port officials, foremen, operators of mechanical equipment, maintenance personnel and ordinary dockers could receive specialised training to meet the evolving needs mentioned above.

In addition, recourse might be had to experts on a regional basis in particular fields, for instance for the carrying out of research and surveys into occupational hazards in the ports industry in East Africa. Alternatively, a general improvement in the region as a whole could be brought about if fellowships could be awarded to suitably qualified officials in the lesser ports of the area to be attached for training for period of 3 to 6 months at the

ports in East Africa where systematic port safety and health provisions are observed.

Finally, the programme should provide for the establishment of a permanent secretariat of the Dock Labour Seminar for East Africa to allow responsible government, management and port labour officials to exchange views on developments and common problems as well as to assess the future needs for adaptation in the ports. This secretariat could also receive and distribute relevant documentation.

The Seminar noted that any applications for assistance and advice on a regional basis would have to be submitted to the United Nations Development Programme representatives or to the authorities organising bilateral programmes, by a number of the governments in the region, in accordance with established procedures.

THANKS

The Seminar expressed warm appreciation of the arrangements made for the holding of the seminar, and thanked in particular:—

- The Assistant Minister for Labour of Kenya, the Hon. Fred Kubai, for having opened the Seminar;
- The Government of Kenya for facilities provided;
- The International Labour Office for the organisational arrangements; services of lecturers and staff; and documentation;
- The Swedish International Development Authority for its most valuable financial assistance;
- The East African Harbours Corporation and the East African Cargo Handling Services Ltd. for the interesting visit to the port of Mombasa and for the provision of Secretarial help.

ETHIOPIA

Mr. NEGASH Baltcha, Head of Labour Relations, Marine Department; Government representative.

KENYA

Mr. Eliud Albert KARANJA, Deputy Port Manager, Mombasa; Government participant.

Mr. Jackton OHUTSO, Executive Assistant, Central Organisation of Trade Unions (Kenya); Worker participant.

Mr. Demetrius George SEVASTOPULO, Company Director, representing the Federation of Kenya Employers; Employer participant.

MADAGASCAR

Capitaine Georges BOTOTSARA, Chef du Service Trafic a Tamatave; participant gouvernemental.

M. Gaston KITORY, Chef de la Division de manutention, Tamatave; Participant gouvernemental.

M. Johnson RANIVONDRAHONA, Chef de la Division des Ports; participant gouvernemental.

Mr. Paul RATSIMISETA, Medecin Chef d'une organisation sanitaire inter-entreprise de Tananarive (OSTIE, Ambahimanarina); participant travailleur.

M. Jacques-Guy RECEVEUR, Directeur, Societe d'acconage; participant employeur.

MAURITIUS

Mr. Nunkoomar DEERPALSING, Labour Inspector, Government participant.

Mr. Rivalentz d'HOTMAN de VILLIERS, Manager (Stevedoring firm); Employer participant.

Mr. Augustin MOIGNAC, President of the General Port,

Harbour and Allied Workers' Union; Worker participant.

Mr. Paul Emmanuel PAKIRY, President, Seaport Docks and General Industries; Worker participant.

SEYCHELLES

Mr. Carly DELPECH, Assistant Harbour Master; Government participant.

SOMALIA

Mr. ABDI Mohamed Farah, Regional Labour Inspector; Government participant.

Mr. ALI Jama Omar, Somali Chamber of Commerce; Employer participant.

TANZANIA

Mr. Bwalya Braston CHEWE, Personnel Manager, East African National Shipping Line, Mombasa; Employer participant.

Mr. Mbope Ephlon KALUWA, Assistant Secretary General, Dock Section, National Union of Tanganyika Workers (NUTA); Worker participant.

Mr. Anderson KIDA, Assistant Branch Manager, East African Cargo Handling Services Limited; Government participant.

Mr. Charles Makonc SAMMANG'OMBE, Assistant Secretary, Dock Section, National Union of Tanganyika Workers (NUTA); Worker participant.

SUDAN

Mr. Mahgoub OSMAN, Manager, Sudan Shipping Line, Ltd., Employer participant.

Mr. Ahmed YOUSIF, Assistant Commissioner for Labour, Red Sea Province; Government participant.

OBSERVERS

Mr. Lambert Kajuna BARONGO, Chief Personnel Officer, East African Harbours Corporation, Dar es Salaam.

Mr. Debkumar GANGULI, General Secretary, Trade Union International of Transport Workers.

Mr. Ali Abubakar MZEE, Training Officer, East African Cargo Handling Services Ltd.

Mr. Joshua NDIGGAH, Acting Industrial Relations Officer, East African Cargo Handling Services, Mombasa.

Mr. Ali Abubakar SHEE, Organising Secretary, Dock Workers Union, Mombasa.

Mr. J.M. OTORY - OUKO, Safety Officer, Port of Mombasa.

SEMINAR STAFF

Mr. Enrico ARGIROFFO, Maritime Branch, Conditions of Work and Life Department, International Labour Office; ILO Director of the Seminar.

Mr. Joseph THONGORI, Assistant Labour Commissioner; Kenyan Co-Director.

Mr. Archibald EVANS, Former Chief of General Conditions of Work Branch, International Labour Office; Lecturer.

Mr. Alan GLADSTONE, Labour Law and Labour Relations Branch, Social Institutions Development Department, International Labour Office; Lecturer.

Mr. Joseph Paul HEWITT, Port Consultant for the Asian Region, ILO Regional Office for Asia; Lecturer.

Mr. Chege KIBACHIA, Senior Labour Officer, Mombasa; Liaison Officer.

Mr. Guy PUYSEGUR, Principal Interpreter.

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IAPH activities submitted to UNCTAD

—By Mr. John Lunch—

Mr. Gamani Corea, Secretary-General of UNCTAD, requested the Secretary General of IAPH in a letter of August 14, 1974, to assist him to prepare his report to be submitted to the Trade and Development Board at its special session in the spring of 1975, concerning the mid-term review and appraisal of progress under the International Development Strategy for the Second United Nations Development Decade.

Mr. John Lunch, Director General of the Port of London Authority, IAPH Liaison Officer with UNCTAD, who received the same letter from UNCTAD, kindly wrote to President Vleugels, just crossing our letter to him and President in this regard, and expressed his willingness in preparing a paper for submission to UNCTAD.

According to Presidential approval, Mr. Lunch kindly drew up the report and submitted it to UNCTAD. The following is the full text of his report by which IAPH members can review again what IAPH has done through the Special Committee on International Port Development. (K. Y.)

The Work of the International Association of Ports and Harbors Special Committee on International Port Development

**A Report by the Chairman, Mr. John Lunch,
Director-General, Port of London Authority
for submission to the Trade and Development Board Special
Session, Spring 1975**

Formation and Objects of Committee

The Special Committee on International Port Development was set up as a result of a resolution carried at the Fourth IAPH Conference held in London in 1965. The Committee was reactivated by the Executive Committee at its meeting in Lisbon in May 1972 and Mr. John Lunch, Director-General, Port of London Authority, was appointed Chairman.

The following subsequently agreed to serve as members of the Committee and were formally appointed:—

Mr. O. Ajayi Controller of Operations,
Nigerian Ports Authority

Mr. Cedric HENNIS, Interpreter.

Mr. Normal LANGFORD, Interpreter.

Mrs. Britt MATHEZ, Interpreter.

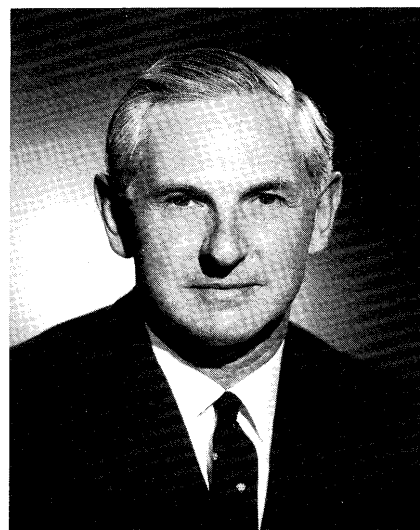
Miss Inez HOLMES, Administrative Officer.

Miss Colette LAUTRET-STAUDE, Secretary.

Miss Jane OYANA, Secretary.

Miss Shuweikha RASHID, Secretary.

Footnote:— It should be emphasized that when, in these conclusions, the expressions "East Africa" or "East African Region" are used, these expressions are intended to mean all countries and territories situated in Eastern Africa and certain countries and territories in the Indian Ocean.



Mr. John Lunch

George W. Altvater	Executive Director, Port of Houston Authority
Paul Bastard	General Manager, Port of Le Havre Authority
Howe Yoon Chong	Chairman & General Manager, Port of Singapore Authority
J.R. Kelly	Director, World Trade Division, Delaware River Ports Authority
P.K. Kinyanjui, BA	Chairman, East African Harbours Corporation
Tatsuo Miyazaki	Mayor of Kobe
Ben E. Nutter	Executive Director, Port of Oakland
Julio Maymi Pagan	Executive Director, Commonwealth of Puerto Rico Ports Authority
Thomas T. Soules	Director, Port of Boston

The Committee's principal objects are:—

- 1) To consider ways in which ports in developed countries can assist ports in developing countries to improve their operations, facilities and administration;
- 2) To collaborate with world organisations, such as the United Nations, the World Bank, the Organisation for Economic Co-operation and Development, in assisting developing ports;
- 3) To consider requests from developing member ports for advisers, training facilities in developed ports and other forms of assistance and to arrange for the provision of advisers and training facilities, etc.;
- 4) To consider whether, in the event of the developing port being unable to obtain finance to cover travel and other expenses from any other source, funds should be provided from the Port Development Technical Assistance Fund, and to make appropriate recommendations to the Secretary-General as admin-

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Pallet Exchange Possible by one Man Under the Weight of 1500 kilo

Varying improvements will be inspired to follow this invention for more speed and economy in all branches of transportation

by Toru Akiyama

TOKYO—"Now this device comes into use, why shouldn't we proceed to the Pallet-Pool-System right away"—was a thought that flashed through my mind when I saw before my eyes one afternoon a huge unit-cargo sitting on a "red" pallet brought in with a "bright yellow" pallet on top of it, lifted up on a board of the new device revolvable by 180 degrees vertically, held tight by a lowered

holding plate and a side board, made upside down on this mechanism, loosened from the hold again, and carried away by the awaiting forklift, now sitting on the "bright yellow" pallet majestically with the "red" pallet atop it.

The automotive mechanism took exactly 18 seconds to make one 180-degree revolution and the weight of the cargo, I was told, was 1500 Kilogram.

"Model R-180, as we call it", said Mr. Kazuo Kishi, engineer—president of the company that developed this Re-palleter, "can render the same turnover service to all unit-cargoes alike, packed in boxes or in loose sacks, at a fixed rate of speed continuously, if enough of your forklifts can be lined up to feed our machine with cargoes as fast and without a break".

The "bright yellow" pallets belonging to a pallet rental system, according to the engineer—president, were awaiting at the arriving point of cargoes to accompany them and the relieved "red" pallets belonging to a private manufacturing

istrator of the Fund.

Committee's Activities

The first meeting of the Committee was held in Amsterdam on 7th May 1973, during the Eighth IAPH Conference. After reviewing the activities of previous Committees, the Chairman put forward a positive proposal for discussion and the formulation of an effective course of action.

The proposal was that, as part of their own management succession and development arrangements, ports in developed countries could send potential top managers with suitable experience, on assignments to developing ports to assist them in solving specific problems. The managers would have clearly defined tasks and be required to submit proper reports to the developing port. The developed port would also receive a report on the mission so that its effectiveness could be judged. The attraction of this scheme was that both developed and developing ports would gain and for this reason the Chairman proposed that the developed ports might be willing to bear the whole or most of the cost of assignments as part of the process of educating their managers.

This proposal was generally agreed by the Committee and subsequently by the Conference during the working session on "Problems of Developing Ports and their Solution".

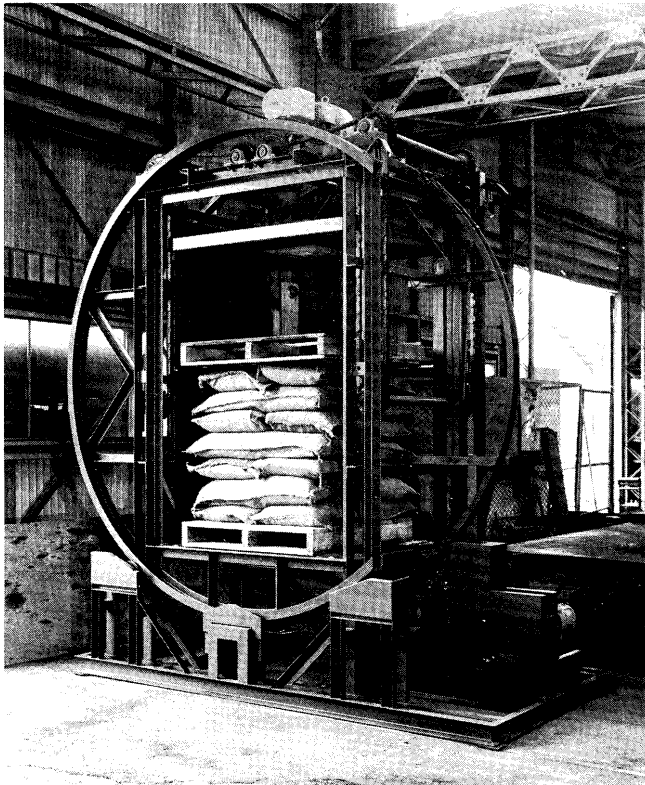
The Committee also agreed that it would be helpful to ascertain the nature of the training facilities available in developing ports; the requirements of ports in developing countries for advisers and the availability of advisers from developed ports. A survey has, therefore, been prepared and questionnaires sent to all IAPH Members as well as certain major ports that are not members of IAPH, with a request that they provide the information by the end of February 1974. A copy of the questionnaire is attached. When the information has been supplied it will be collated by the Chairman's personal staff and a report prepared. Copies of the report will be sent to all participants as well as to those international agencies engaged in providing assistance to

developing countries. The intention is, that a port requiring training facilities or advisers will be able to ascertain from the survey report precisely what facilities are available from other ports and make arrangements either direct with the port concerned; through the IAPH Secretariat or through the Committee on International Port Development, which will also consider requests for financial assistance from the Technical Assistance Fund.

It is believed that this is the first comprehensive survey of this nature that has ever been carried out by direct inquiry of ports and the survey report, given the co-operation of all concerned, should provide a most useful aid to both ports in developed and developing countries.

Whilst the Committee cannot attempt to take the place of international agencies such as the World Bank and UNCTAD, who are already providing assistance by means of financial aid, arranging training facilities or the provision of technical advice, the Committee's aim is to supplement the work of these agencies in a positive way. Close co-operation has been established with them and particularly with UNCTAD and it is most appropriate that, following the granting by UNCTAD of consultative status to IAPH, the Chairman of the International Committee on Port Development, has been appointed Liaison Officer between the two organisations.

The International Association of Ports and Harbors commissioned Bohdan Nagorski to write a reference book which would provide guidance and assistance to ports in developing countries to help them to develop their ports and thus lead to greater efficiency in international transport. The book, entitled "Port Problems in Developing Countries" also demonstrates to port in developed countries how they can assist in this very worthwhile field. Copies of the book may be obtained from the IAPH Secretariat, and also from the Chief Executives of the Ports of London, Houston, New York, Oakland, Hamburg and Le Havre. This book can be recommended to all who are concerned in the development of ports, and IAPH would be most grateful if UNCTAD could promote the sale of this very important reference work.



Model R-180 (this machine is patent pending)

company were to be stacked at the farthest end of the warehouse for later pick up by the owner company after the cargoes were safely stored.

“No Upside-down” Cargoes

For those cargoes bearing “No Upside Down” notice, this model can do the replacing of pallet by temporarily overturning the cargo and reversing it to the original position after exchanging two pallets on top of the load. But for these particular cargoes, Model R-90 was in service which revolves only 90 degrees vertically. On this mechanism the cargo is turned laterally on a slide plate which moves centrifugally and halts against a rubber stopper. The “red” pallet, thus loosened, is drawn out and replaced with the “bright yellow” pallet in its vertical position. Then the cargo is brought upright and carried off by the forklift.

The time required for one 90-degree rotation on this Model was 6 seconds. But another 6 seconds for reverse rotation plus the time necessary for pallet replacement must also be counted on for the full cycle of operation. The weight of the cargo was explained to be 1500 Kg.

Palletization in Japan

In recent years unit load system by means of pallet as well as container has come into use extensively in the fields of transportation both on land and sea, the total number of pallets existing all over Japan believed to have reached 110 million. However, as may be the case with elsewhere, we had to come a long way round as far as reaching our decision on the pallet pool system is concerned.

It was 25 years ago that palletization was first introduced into Japan and 16 years has elapsed since a pallet pool system was first suggested. The first move toward a pallet pool system, however, was taken only in 1970 when the Japanese Industry Standard (JIS) module of the flat type pallet was decided upon two kinds—1100 × 1100 mm

and 1100 × 800 mm — and a pallet rental company was set up at length in the following 1971.

At one time it was expected that the pallet pool system of Japan might enjoy a longer stride of advance in a year or two to come. But on the contrary, we soon had to be faced with two major hazards ahead of us.

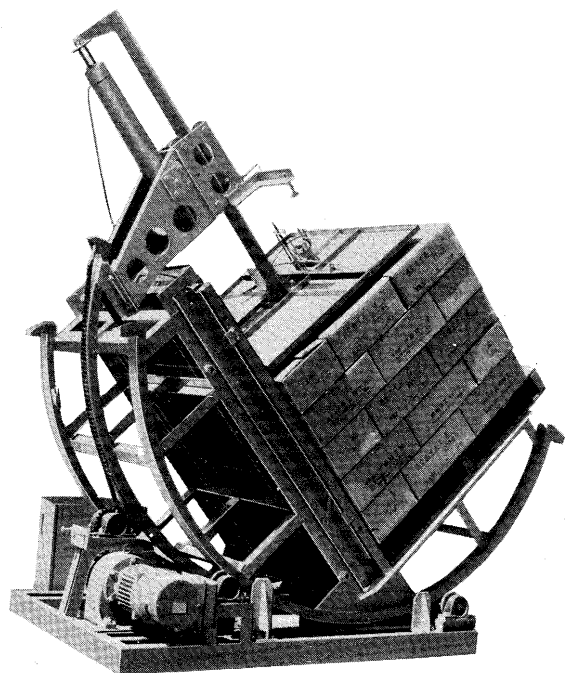
Two problems

One was incomplete standardization of package module unit and resultant diversity in size of pallets used by individual enterprises. They have taken the liberty of choosing the most suitable size for the package of their own products which were far from JIS standards. The other was how we could overcome the problem of the highly labor-consuming pallet exchange operation even when they all came to agree to using the pooled pallets.

There are many cases now where big manufacturers employ their own private pallets between production factories and far away provincial distribution warehouses and pay an appalling 15 to 20% of transportation cost of the products in sending back their empty pallets to the factories. If there be any means to transfer a “unit” load from a private pallet to a pooled pallet at the first forwarding point in speedy and economical process, they would have no reason to refuse it. It should not only save their transportation cost, but also would contribute to the promotion of the long-awaited pooled pallet system in this country.

In the field of international pallet transportation as well, standard pallet sizes of one country frequently differ from another. If the “Re-palleter” is used on the wharf, the problem would be simply solved by exchanging the pallets without consuming much of the port labor.

The chances are that this one little invention in the pallet-replacing operation might inspire improvements in all fields of transportation, the time coinciding with the world-wide inflation threat wherein every wit and wisdom to reduce cost is welcome. (The writer is the Secretary General Emeritus of IAPH)



Model R-90 (this machine is patent pending)

Polish seaports on 30th Anniversary of The Polish People's Republic

by Z. Teplicki

General Director The Central Board of Polish Sea Ports

Gdynia, Poland, 2nd July, 1974:—The fact of regaining a broad access to the sea by Poland thirty years ago created a great historical chance for changing the general character of the country's maritime economy, including her seaports.

The conditions under which the development of our seaports were taken up after the liberation, were exceptionally difficult. In consequence of war devastation the resources of material factors were by far insufficient. Intentional and premeditated destruction of all stationary and movable port objects by the retreating hitlerite forces had put our ports completely out of service.

Destruction of port objects /in %/

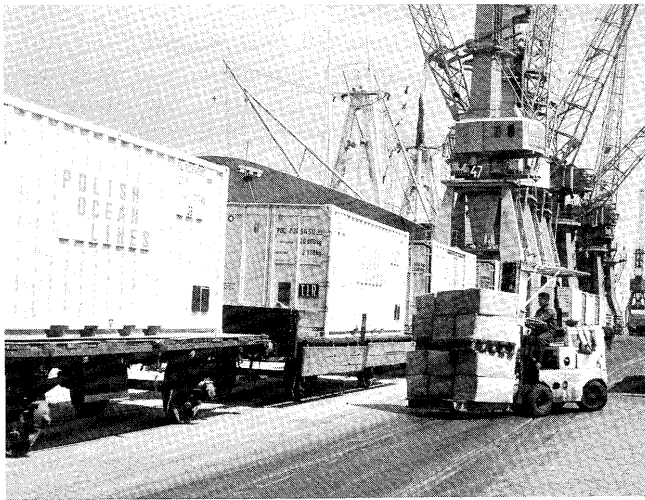
Objects	Gdansk	Gdynia	Szczecin
Breakwaters	18	90	—
Quays	15	45	10
Port warehouses			
— in need of minor-repair	5	50	50
— in need of major repair	7	25	20
— completely destroyed	88	25	30
Cargo handling appliances			
— in need of minor-repair	35	40	40
— in need of major repair	25	10	20
— completely destroyed	40	50	40

As a result of unanimous will as to restoring the ports from ruins as well as the spontaneous work of many thousands of people, the ports of Gdansk and Gdynia were capable of taking up cargo handling soon after liberation, and the port of Szczecin—in 1946.

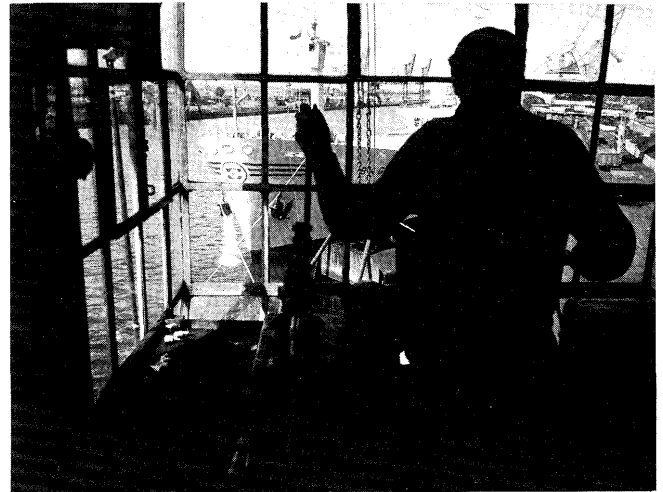
The post-war development of our seaports can be



Port of Gdynia



Port of Gdynia



Port of Gdansk

divided into the following stages:

- restoration from war damage /1945-1950/
- limited expansion and modernization /1951-1958/
- Realization of a complex development programme /1954-1970/
- extensive development tending to adapting the ports for the changes occurring in sea transport /as from 1971/.

Parallel with the putting of the ports into service was the working out of a programme of their reconstruction and adapting their cargo handling and storage potential for the actual needs of our national economy. The main stress was put on the reconstruction of the three main Polish seaports of Gdansk, Gdynia and Szczecin. This was aimed at complying with the cargo handling requirements assigned by the Polish foreign trade.

The reconstruction of our ports was being realized in compliance with the so called "small" plan. It had been completed by the end of 1946.

Simultaneously, a "big" three-year reconstruction plan of ports was being prepared under the Country's Economic Reconstruction Plan, pursuant to which our seaports were to be prepared to handle about 26 million tons in 1946. Under the three-year plan, the majority of port objects and appliances were restored by the end of 1948, modernization of ports having been commenced. First of all, the coal handling potential was put into service. By 1949 the throughput of coal handling terminals increased up to 12 million tons, which was 70 percent of the total turnover of our ports.

As a result of speedy reconstruction of the Polish seaports, the problem of planned and long-term development of our port economy began to gain increasing importance. By then, the greatest consideration was given to the port of Szczecin, which was conveniently situated in relation to the regained Silesian region and countries of the transit background.

During the period in question the most significant investments were following:

- construction of the new Gliwickie Quay and reconstruction of Katowickie Quay, both designed for handling coal;
- commissioning of the Bytomskie Quay designed for handling such bulk cargoes as coal, ore and phosphates;
- construction of a specialized terminal for loading coal on ships, this quay being situated between the Walbrzyskie

and Bytomskie Quays;

- construction of a partdischarge terminal at Swinoujscie.

During the initial post-war years all the Polish ports were operated on the basis of pre-war organizational principles of the port of Gdynia. Based on many small stevedoring, warehousing, forwarding agent's and shipbroker's enterprises in the ports, this kind of organization could not comply with new requirements of the country's nationalized economy. Under those circumstances it was quite impossible to pursue a uniform investment policy, the existing decentralization in management of ships as well as the technical potential and manpower potential resources hindered rational management. In order to eliminate those difficulties the so-called commercialization of all the Polish ports was introduced as from 1st January 1950. As the result of that reorganization state-administrative functions in the ports were entrusted with maritime offices, and the operational-technical functions to the newly-established national enterprises:

- the Port of Gdansk/Gdynia Authority—for the Gdansk/Gdynia port complex;
- the Port of Szczecin Authority—for the Szczecin/Swinoujscie port complex.

The port of Gdansk and Gdynia became formally independent administration units in 1954, when two separate enterprises—the Port of Gdansk Authority and the Port of Gdynia Authority were called into being.

The scope of activity of the port authorities covers:

- management and operation of the terrain, hydro-technical objects, cargo handling appliances and warehouses;
- carrying out of all kinds of cargo handling operations, storing of cargo and rendering other services to ship and cargo;
- towage, pilotage and mooring of ships in ports;
- modernization and expansion of ports.

The years of extensive development were followed by a period of limited expansion and modernisation of the ports /1951-1958/. The volume of cargo handled was—in principle—at the same level, and in the years 1952, 1953, 1956 and 1957 it was even lower than in 1950. This was due to many factors, those worth of mentioning being as follows:

- investment policy aiming at a maximum industrialization of the country with preference given to heavy industry;
- diminished growth of the total cargo volume handled

due to geographic changes of Poland's foreign trade;
— political situation.

The rate of growth in port investments was very low at that time. The percentage share of our ports in the total capital investments of the whole of our maritime economy dropped from 40 per cent in 1950 to 10 per cent in 1960.

The technical and operating difficulties encountered in the ports became worse due to the changing structure of turnovers in seaborne trade as the result of rapidly decreasing exports of coal with a simultaneous increase of general cargo and timber. The changes in question were the cause of considerable disproportions between the previous structure of cargo handling potential and the new one.

In the period in question, the volume of coal decreased by about 40 per cent whereas the turnover of general cargo became 2.5 times higher.

As from 1958, our port economy saw substantial changes. In the years from 1958 to 1960, the building of new warehouses and storage yards was commenced.

Funds were released for the purchase of cargo handling appliances and mechanized equipment. The necessity of handling large ships called for modernization, especially deepening the waterways and port basins.

Increased mechanization of cargo handling operations brought down the deficit of manpower. This also brought about shortening the time of ship's turnaround in our ports. During the period under review the most important investments were as follows:

- expansion of the part-discharge terminal at Swinoujscie;
- deepening of the Szczecin-Swinoujscie waterway to a depth of 9.6 m to make the port of Szczecin accessible to 10,000-ton d.w. ships;
- general reconstruction of the Port Channel in Gdansk;
- modernization of the Rumunskie Quay at the port of Gdynia.

The capital expenditures for the expansion of our seaports in the fifties totalled about 1.5 milliard zloty.

The years 1960-1970 were a milestone in modernization and expansion of Polish seaports. The period in question was featured by dynamically increasing turnover amounting to approximately 70 per cent during the decade, bulk cargo having increased at the speediest rate.

TURNOVER OF POLISH SEAPORTS

An important position in cargo handling is held by transit goods passing through our ports. The changed geographical situation of the Polish ports after World-War-II enabled them to undertake work of increasing importance in favour of foreign trade of such countries as: Czechoslovakia, Hungary and the German Democratic Republic. The political situation of these countries as well as their dynamical economic development created convenient conditions for forwarding transit goods through our seaports. It is Szczecin that is Poland's principal transit port. It handles nearly 50 per cent of all our transit traffic. In the years from 1966-1970, Polish ports handled 22.5 million tons of transit goods, 37 per cent of which belonged to Czechoslovakia.

The dynamic development of transit traffic through our country is playing an increasing role from both the economic and political points of view. The central geographical position of our country has added Austria, Bulgaria, Rumania and Yugoslavia to our transit partners as well. Transit has become a significant basis for broadening international relations and creation of improving forms of

co-operation.

It is also a source of considerable revenues for our ports. The investment program for our seaports in the years 1966-1970, which had been adjusted to the volume and structure of the turnover planned initially, had not ensured an appropriate increase of the cargo handling potential. The dynamic growth in exports of coal, sulphur and other bulk goods, as well as changes occurring in shipping, calling for realization of a wide-scale investment program in the ports, made it necessary to verify the investment trends in the course of the relevant five-year-plan. In view of the changing needs, realization of some investments was given up, others—that had not been planned at all or had been planned to be realized at a later stage or to a smaller extent—were taken up.

This refers mainly to investments connected with a speedily increasing cargo handling capacity in the individual ports, viz;

- preparing two sulphur handling berths /the XX-lecia PRL Quay at Gdansk and the Gornoslaskie Quay at Szczecin/;
- construction of a molten and crushed sulphur handling terminal on the Obrocnow Poczty Polskiej Quay at Gdansk;
- completing the 1st stage of building the coal handling and storing terminal at Swinoujscie;
- further deepening of the Szczecin-Swinoujscie waterway;
- building of additional coal bins and handling appliances on coal handling quays of all our ports;
- commissioning of an aluminium oxide handling terminal in the port of Gdynia;
- construction of a container handling terminal on the Finskie/Polskie Quay at Gdynia.

The period in question witnessed essential changes in the activity and management methods in the Polish seaports. In 1966 the Central Board of Polish Sea Ports was called into being. As a leading organization it became engaged in wide-scale programming activities on predetermined and complex development of Polish seaports. Further more, it regulated the rights and obligations of all the participating parties in the port turnover in order to improve the management of the ports.

1967 was the first year of functioning of the changed planning methods in our ports. The time measure for turnaround of ships "from roadstead to roadstead" was introduced for the evaluation of the work of ports. Likewise, elaboration of prognoses for the future development of the port branch was taken up. In 1970 research work was commenced on determining the principles of a new economic-financial system for the ports. It was introduced as from 1st January 1974.

The years of the present five-year-plan have witnessed extensive expansion of our seaports. The general conception of this expansion is being realized under the angle of:

- preparing indispensable cargo handling capacities ensuring carrying out of the planned tasks and creating a suitable reserve of the handling potential;
- application of modern solutions ensuring increasing speed in handling ships, among other things, by establishing specialized terminals;
- preparation of potential for handling the largest bulk carriers to enter the Baltic Sea;
- continued mechanization of cargo handling operations.

The main pressure was laid on continuing the investments that had been commenced prior to 1971, special

consideration being given to the construction of deep-water specialized terminals for handling coal, fertilizers, sulphur and fuel oil. This absorbs 60 per cent of all the investments in our ports.

The most significant investment enterprises of the period under review include the North Port at Gdansk. It is the greatest post-war port enterprise on the Baltic.

The first stage of this enterprise which is being realized at present, includes the construction of:

- a complex of objects of port infra-structure;
- a coal handling terminal to be commissioned in July 1974;
- a crude oil and petroleum terminal which is to be commissioned in mid-1975.

The North Port at Gdansk is one of the world's most up-to-date port enterprises.

The coal handling terminal will be capable of handling ships with a deadweight capacity ranging from 100 thous. to 150,000 thous. tons. The leading rate will be 50 thous. tons per 24 hours. The crude oil terminal will be accessible to vessels of the same size, the time of ship's turnaround not to exceed 24 hours.

The final aim of the North Port enterprise is extensive expansion of the handling potential for coal and crude oil as well as construction of terminals for handling ore, grain, feeding stuffs and other goods. The final annual cargo handling capacity of the North Port is planned to total about 70 million tons.

As far as other investment enterprises of the present five-year-plan are concerned, the following handling and storing terminals deserve attention:

- molten and crushed sulphur terminal at the port of Gdansk. It was commissioned in 1972 and is capable of handling ships ranging up to 25,000 tons d.w. There are only a few terminals of this kind in the world;
- phosphorus raw material terminal at Gdansk capable of receiving 25,000-ton d.w. ships. It has a cargo handling capacity of 15 thous. tons per 24 hours;
- ferry terminal at Gdansk for servicing Baltic ferry lines;
- liquid fuel terminal at Gdynia capable of receiving ranging up to 30,000 tons d.w.;
- phosphorus raw material handling terminal at Swinoujscie called Swinoport III. It is similar to that at Gdansk, but it can handle vessels ranging upto 60,000 tons d.w.;
- packeted timber handling terminal at Szczecin.

In addition to the above a container handling terminal was commissioned at the port of Gdynia, it being capable of handling 17,700 containers yearly.

At present the following terminals are undergoing modernization at Swinoujscie:

- coal handling terminal capable of handling 60,000-ton d.w. ships at a rate of 25,000 tons per 24 hours;
- a ferry terminal for train-car ferries of 6,000 grt.

The turnover in 1974 expected to be about 8 million tons in excess of 1973. Thus in 1973-1974 the growth in turnover of the Polish seaports will amount to 12 million tons. This is a high rate of increase calling for intensifying the investment program and maximum mobilization of work to cope with the high cargo handling tasks. In the first quarter of this year exceptionally good effects were attained by the Polish ports, all the former records having been beaten.

During the period in question the turnover amounted to 12.6 million tons, i.e. about 1 million tons more than ever

attained before in the analogical period.

The realized investments as well as the anticipated program for the next few years are evidence of intensified investment work in our seaports. In 1973 1.7 milliard zloty was spent on port investments, the expected expenditure in 1974 to total 2.5 milliard zloty. As compared with the assumptions of the five-year-plan the investments have been increased by 35 per cent. The capital outlay for port investments in the 1971-1975 period is higher than that of the three preceding five-year-plans altogether. The investments that have already been realized enabled the ports to render services at a broader extent and brought about a dynamic increase of turnovers. Altogether, in 1973 our ports handled nearly 42.5 million tons, i.e. 25 per cent more than in 1970.

As the result of realizing the investments, the cargo handling capacity of our ports will increase by about 10 million tons to total approximately 56 million tons by 1975. It is expected that the total time of turnaround of ships in our ports will be reduced in 1975 by about 27 per cent compared with 1970.

As a large communication junction between sea and land our ports have excellent connections with overseas countries owing to regular shipping services to:

- North America /Canadian Service, North American Service, with ports on the Gulf of Mexico;
- South America /Service to the east and west coasts South American ports/;
- Far East countries /Services to Japan, China, Korea and other countries/;
- Australia /Indonesia-Australia Service/;
- Africa /East African Service, West African Service/;
- European ports /services to Norway, Holland, France and Ireland, London, West England, The Federal Republic of Germany and the Mediterranean Sea/;
- Baltic ports /services to Finland, Sweden and Denmark/.

In addition to regular services, many passenger ships with tourists from all continents call at our ports. The ts/s "Stefan Batory" maintains a regular passenger service between Poland and Canada.

A considerable increase of the average size of ships calling at our ports is increasing continuously. Whereas in 1965 only 911 vessels larger than 10,000 tons d.w. were handled, in 1973 the number of such vessels increased by 60 per cent.

The ports of Gdansk, Gdynia and the Szczecin-Swinoujscie complex cover a total area 3,811 hectares, of which 1,065 hectares fall to water basins.

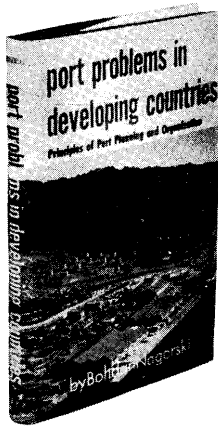
They have at their disposal the following facilities:

- quays of a length totalling about 46,000 meters, of which 8,500 meters are situated on basins with depths exceeding 9.6 meters;
- a storing area totalling about 1,282,000 sq.meter, of which 357,000 sq.meters of covered space.

In addition to the above there are a few ships and barges not only serving as inner-port transport media, but also used as floating warehouses;

- Polish ports have at their disposal nearly 400 various types of cargo handling appliances as well as more than 1,000 mechanized units;
- Port Authorities alone employ 22,400 workers. Beside there are highly experienced specialists who ensure rendering of excellent services of all kind in favour of

(Continued on Page 29)



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Orbiter Probe

Topics

ICHCA new appointment

London, 14th October (ICHCA Press Information):—The new Technical Secretary of ICHCA has taken up his post at the International Central Office in London.

(Continued from Page 27)

cargo and ship such as: forwarding, surveys, tallying, shipchandling, supplying fuel oil and others.

All our seaports form a part of big and dynamically developing port-industrial-urban complex. In this way an appropriate standard of social services is ensured for crews of ships calling at our ports and numerous tourists arriving at our ports on board of excursion ships.

The Polish port development programs and prognoses provide for keeping up to the present trend of development. In addition to realization of the consecutive stages of building the North Port, laying-out of new areas will be carried on at Szczecin and Swinoujscie, more specialized cargo handling terminals to be established. The potential of the ports will be adapted to cope with the latest methods adopted in sea transport inclusive handling barge carriers, ships, ro-ro vessels and others.

According to the prognoses the port turnover is to increase dynamically in the last year of the present century. It is assumed that the turnover at our ports by 1980 will be twice as high as it is now and by 1990 it will be four-fold that of 1975. Such a dynamical growth in turnovers will call for appropriate expansion of the cargo handling potential. Their potential must not only be capable of coping with quantitative requirements, but also ensure basic improvement of the standard of the services rendered. First of all, the time of turnround of ships calling at our ports will be shortened radically. Similarly the time of handling overland transport media will be reduced.

With the existing area of our ports it will be difficult to ensure effective turnover for such a huge volume of expected to be handled in our ports. This is why it will be necessary to build a new port in Poland at the turn of the 20th century. Research work on its future location has been taken up already.

He is Mr. Campbell Smith, who was recently engaged on a Research Course at the Transport Centre, Cranfield Institute of Technology.

Mr. Smith is 31 years of age, holds a B.Sc. Nautical Studies Degree (with commendation) from Plymouth Polytechnic and has just completed a Masters Degree in Transport Studies at Cranfield. Prior to attending college, he was a Deck Officer with Port Line Limited, and subsequently a Chief Officer with British Phosphate Commissioners (Australia). He holds a Masters Certificate (Foreign Going).

Mr. Smith replaces Mr. Geoffrey A. Stokoe who resigned on 4th October, 1974.

Port of Toronto— next 10 years

Toronto, Ontario, October 11 (Toronto Harbour Commissioners):—The Toronto Harbour Commissioners have authorized the preparation of a study to determine the factors which will affect trade at the Port of Toronto from 1975 to 1985.

Price Waterhouse Associates and the Harbour Commissioners will be looking at the various conditions likely to influence traffic at the port during this 10-year period.

The wide-ranging study, to be completed by the end of the year, will take known factors such as international and domestic trade, regional development, municipal priorities, technological changes and a host of other influencing elements and apply them to the port's growth over the next decade.

The Federal Government's attitude toward transportation in general and the status of ports across Canada will also be explored in order to determine what effect, if any, they will have on the Port of Toronto's future.

Price Waterhouse was retained by the Commissioners in order to provide advice on methodology and information sources and to augment the Commissioners' research resources. The company will also assist in the interpretation of the findings of the study and the development of the conclusions.

The Conference Theme:

**"Towards Greater
International
Port Co-operation"**



Vancouver delegation visits Far East

Tokyo:—Port of Vancouver delegation visiting Japan held a reception at the Hotel Okura Annex, "Akebono Room" on October 3, 1974 at 18:00 hours. A 30-minute press conference preceded the reception.

The Canadian Embassy's announcement to the press (by Mr. R. M. Dawson, Minister, Economic/Commercial) runs as follows:

Mr. Spoke is leading a delegation from the Port of Vancouver whose main purpose is the promotion of new port facilities. The delegation leaves Vancouver on September 27 for a three-week tour of the Far East and will be in Japan from September 27 to October 9, visiting government and port officials, major shipping lines, trading companies and exporters to describe port expansion currently under way in Vancouver. Following its stay in Japan, the delegation will visit South Korea and Hong Kong.

The Port of Vancouver is an important link in the bilateral trade relations between Japan and Canada. With the recent dramatic expansion of trade between Japan and Canada and indeed between Canada and other countries of the Pacific rim, the existing Vancouver Port facilities have to be expanded and new facilities constructed.

Principal new facilities are Vanterm, a container terminal at the foot of Vernon Drive and Lynnterm, a general cargo dock on the North Shore, both to be operational next year. A third planned expansion, the quadrupling of Roberts Bank bulk loading facilities, is presently under study by the Department of Environment of the Federal Government.

This tour to the Far East is the first of many planned to different parts of the world to promote the use of the enlarged port facilities. This Mission is the most ambitious ever undertaken by a Canadian port and is a vital aspect of the overall sales programme.

The members of the Mission are:

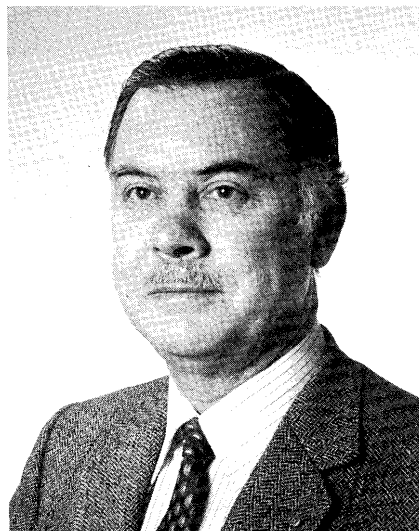
Mr. F.J.N. Spoke	— Port Manager, Port of Vancouver (Leader)
Mr. M. Fellis	— President, Vancouver Merchants Exchange
Mr. R.J. Schmitt	— Manager, Overseas Trade Pacific Services, Canadian Pacific Railways
Mr. A.C. Thomson	— Marketing Officer, Marine Terminals, Canadian National Railways
Mr. E.M. Strang	— President, British Columbia Maritime Employers Association
Mr. J.S. Broadbent	— Member, Vancouver Port Authority
Mr. J.A.C. Barratt	— Executive Assistant, National Harbours Board, Pacific Region.

Port of Vancouver news release

"From the beginning", wrote one Canadian historian, "the most important business street in Vancouver has been that paved with water: the harbour".

That was true more than 100 years ago when sailing clippers raced from Asia bringing raw sugar and taking on lumber from British Columbia's forests in return.

It is even more true today as an 80% increase in tonnage over the past five years has made Vancouver the second largest international port in North America. Western



Mr. F. J. N. Spoke

Canada's vast natural resources have resulted in huge shipments of coal, wheat, sulphur, potash, forestry products and other cargoes to countries around the world, but particularly to those on the Pacific Rim.

To make certain the past growth is kept up, the Port of Vancouver is now spending \$83 million on three major expansion projects:

- Vanterm, a container facility with three loading berths and 76 acres of backup land; the first phase to be ready by next May and to be completely onstream by a year from now.
- Lynnterm, an 86 acre general cargo terminal which can be converted to containers, if necessary; to be operational in September, 1975.
- Roberts Bank bulk loading facilities will be expanded to encompass 500 acres of docks and industrial land; to include five bulk loading berths where there is now just one.

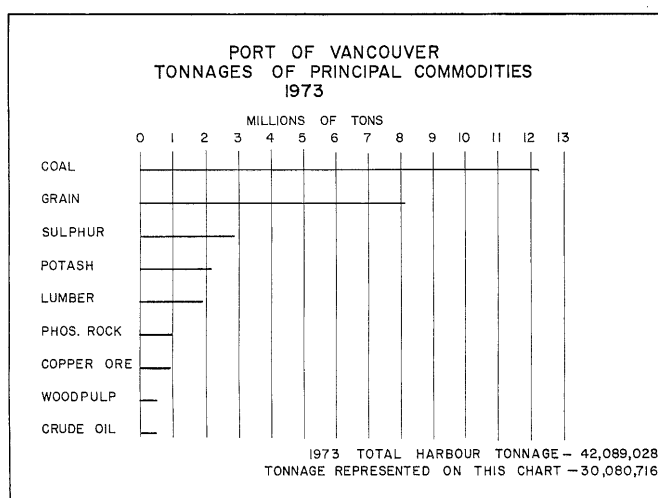
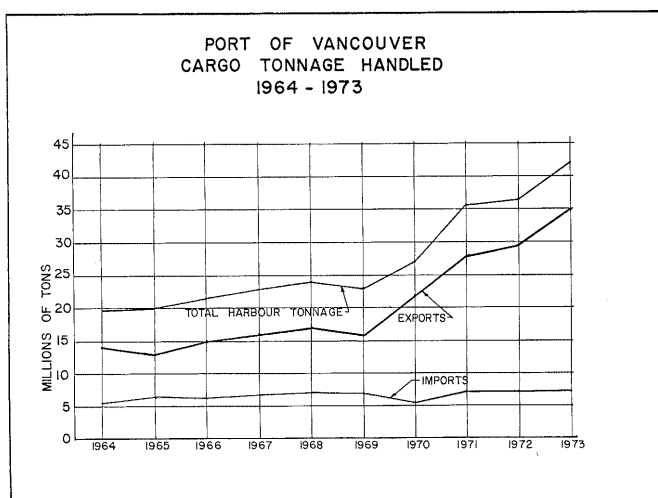
To guide the growth of the Port of Vancouver, F.J.N. Spoke, formerly deputy managing director of the Port of Rotterdam was appointed Port Manager in February. Born in Holland, Mr. Spoke became a Canadian Citizen during his sixteen years in British Columbia during the 50's and 60's during which he was a senior official in a number of very large construction projects.

During his years as deputy managing director of Rotterdam, Mr. Spoke was involved with the rapid growth of what has been for some time the world's largest port.

"Vancouver has the opportunity and potential to become one of the world's great ports," Mr. Spoke said.

"With the great natural resources of this country, a year-round enclosed port and the new deep water facilities we will have, the opportunity is there to continue the rapid growth as the Pacific Rim countries reach for their potential".

"Should the present economic growth continue, I feel we could reach 80 million tons by 1980".



More facts about Port of Vancouver

VANTERM

Located on the South Shore of Burrard Inlet within two miles of downtown Vancouver, the Port of Vancouver is completing Vanterm, a large container terminal, to service not only British Columbia but eastern Canada and the U.S. Midwest.

The facility comprises a total area of 76 acres with two 900-foot container berths, one 750-foot roll on/roll off berth and a berthing length of 400 feet for general cargo. The terminal, serviced by rail and road, is designed to handle third generation container vessels using the most modern concepts in container cranes of the most sophisticated design. The areas for container storage alone are in excess of 50 acres and the facilities include a large container freight station, an equipment maintenance building and an office building.

LYNNTERM

Lynnterm is a deep-sea general cargo facility presently being completed on the North Shore of Burrard Inlet in the Vancouver Inner Harbour.

The facility comprises a dock terminal with an area of 67 acres and an industrial park with an area of 29 acres, giving a total area of 96 acres.

Nuclear ships on horizon

F.J.N. Spoke

Vancouver (Viewpoint: Vancouver, A Newsletter from Port of Vancouver, September 1974):—Canadian port authorities should start investigating immediately the potential problems of accommodating nuclear-powered vessels to keep abreast with revolutionary changes in international shipping.

The warning came from F.J.N. Spoke, manager of the Port of Vancouver, in his speech to the annual convention of the Canadian Port and Harbour Association held recently in Vancouver.

In his address entitled "Ports and Ships of the Future," Mr. Spoke alerted delegates to actively focus nuclear propulsion into the sphere of future port planning so that "we are not caught, so to say, with our pants down."

Mr. Spoke said the trend toward cargo-carrying crafts

(Continued on Next Page)

The terminal handles general cargo, particularly forest products and steel, with the capability of handling containers at a future date should this be required. It is served by road and railway and has a total berthing length of 2,400 feet and a draft of 50 feet at low water adequate for vessels of up to 75,000 D.W.T. The design includes all services and provision for the use of the most modern cargo-handling equipment to ensure efficient operation and maximum utilization of the facility.

ROBERTS BANK

The present development by the Port of Vancouver at Roberts Bank consists of a 55-acre bulk-handling facility for export of coal and petroleum coke. The terminal is designed to handle vessels of up to 150,000 D.W.T. and is serviced by Canadian and American railways and the general highway system.

Based on the estimated future volumes of bulk cargo to be exported through Lower Mainland ports, the Port of Vancouver will proceed with the second stage development at Roberts Bank to provide an additional 200 acres, comprising four sites of approximately 50 to 55 acres each. The new area will be suitable for handling coal, sulphur, potash and any other bulk commodity which may be exported in the future. A channel providing 65 feet depth at low water with potential for a water depth of up to 90 feet, and a turning basin adequate for bulk carriers in the 150,000 D.W.T. range will be dredged. The development will be fully serviced and provide for integrated receiving, storage and ship loading facilities designed to produce maximum efficiency for both shippers and carriers.

In addition, an area of approximately 200 acres of foreshore property will be developed to provide an industrial park at Roberts Bank for secondary industries. The area will be serviced by rail and road and capable of handling vessels of up to 75,000 D.W.T.

propelled by nuclear power is only a short time-span away.

"In the near future many ports could well be confronted by a whole new series of problems brought about by the everincreasing use of such vessels," he said. "This makes it mandatory for port managements to investigate thoroughly what special precautionary safety measures might be required to handle and accommodate such ships."

An exchange of information and standardization of procedures on a national and international basis is an absolute necessity, added Mr. Spoke, the former deputy managing director of the Port of Rotterdam.

"The sooner a start is made on the development of detailed plans for the ports most likely to become ports of call for nuclear-powered ships, the better," he said.

"Many involved details have to be worked out thoroughly, often in multi-disciplinary committees, before an acceptable set of procedures and rules has been devised.

"Luckily, a considerable amount of pioneering work has already been done in this regard by a number of major ports, my old stamping grounds in Rotterdam being one of them."

He said it will take time to acquire and evaluate the available expertise from other ports, to adapt it to another port's own peculiar local conditions and then to get required legal, insurance and organizational framework functioning properly.

Mr. Spoke reported that a recent international conference stated that nuclear power today is competitive for vessels of 80,000 horse power and above. It was estimated, he said, that by 1980 this break-even point could be lowered to 40,000 h.p.

"This latter figure means that the majority of larger tankers, dry bulk carriers and container vessels could economically use nuclear power," he said.

He said France is building a series of 650,000 dead-weight tonnage oil tankers with a propulsion plant of 80,000 h.p. that will be nuclear-powered; that Germany and Japan are actively working on the design of large nuclear-powered container vessels; and that the U.S.A. is planning a series of 21 tankers, each of 415,000 D.W.T., with nuclear power plants.

General cargo export on rail cars

Beaumont, Texas (News release from the Port of Beaumont):—General cargo unloaded from rail cars for export at the Port of Beaumont totaled 2,955 cars during the first six months of 1974, a jump of 28 percent over the 2,308 rail cars unloaded at the port during the corresponding period of 1973.

The information is included in a report just released by the Association of American Railroads.

According to AAR statistics, the Beaumont port ranked eighth in the nation and third in Texas in total export cargo unloaded from rail cars during the first half of this year. The Port of Houston ranked first in Texas and the Port of Galveston, second. During the first half of 1973, the Beaumont port was seventh in the nation and second only to Houston in Texas.

Despite the general cargo increase, the port's overall ratings suffered this year because of a decline in grain exports. Grain cars unloaded for export during the first half of the year dropped 29 percent from the 1973 first half



TWO POWERHOUSES—Charleston, S.C. (Trade News from South Carolina State Ports Authority):—The Port of Charleston's "powerhouse", a 400-ton capacity crane, lifts another powerhouse—a 350-ton nuclear reactor pressure vessel. Consigned to a Duke Power Co. nuclear generating plant near Charlotte, N. C., the 36-foot-long component was built for Westinghouse Corp. by Rotterdam (Holland) Shipbuilding Co. and delivered by the motor vessel "Burhaversand". The component has a maximum diameter of 22.5 feet. It is one of several such nuclear generating pieces the fixed shear-leg crane has handled for Westinghouse and Duke Power in recent months, but the first delivered by ship from overseas. The others, all manufactured in the United States, were moved by ocean barge through the Intracoastal Waterway to Charleston. There they are lifted onto dockside custom-built rail cars and transported 300 miles to the generating plant.

total. As a result, the port's total export car unloadings fell from 24,546 in 1973 to 18,712 this year, a 24 percent decline.

Beaumont ranked second in Texas and fifth in the nation in grain carloads for export during the first six months of 1974. The port was No. 6 in the U.S. and No. 3 in Texas during the corresponding period of 1973 when Houston and Corpus Christi ranked first and second, consecutively.

Bayport Industrial Development

Houston, Texas, October 13 (Friendswood Development Company News Release):—A \$5 million bulk storage and handling facility, first phase of a marine terminal that will occupy a 76-acre tract in the Bayport Industrial Development near Houston, will be opened in early 1975 by Steuber Company, Incorporated, of New York.

Plans for the extensive liquid cargo terminal, to be called "Anchortank/Houston" were announced along with the purchase of the site from Friendswood Development Company, a subsidiary of Exxon Corporation. It will be the first public terminal offering bonded storage in the area.

Fred Young, general manager of Anchortank, Inc., in Texas City, said construction will begin soon on the initial phase of the terminal, 20 tanks with a capacity of 240,000 barrels of liquid chemicals and oils.

"The terminal will employ the most modern, high speed equipment for transferring of liquid petrochemicals to or from ships, barges, rail tankcars or trucks," Young said. "The chemical handling capabilities will include pressure, refrigerated, heated tanks of mild steel, stainless steel, and specially coated metals. Separate pumps and lines will provide separation of liquids handled at the facility to insure quality control," according to Young.

"Approximately \$1 million will be spent to make Anchortank/Houston conform to the codes of the Environmental Protection Agency," Young said. "Each tank will be fitted with vapor containment devices. Rainwater runoff and tank cleaning water will be caught and handled to protect ambient water quality. Special safeguards will be installed to prevent spillage, contamination or evaporation of liquids during handling or storage."

Anchortank/Houston will be associated with the worldwide service developed by Steuber Company, Incorporated, a specialist in transportation and storage of bulk liquids. Steuber recently announced plans to build a 3 million barrel capacity facility in Bayonne/Jersey City, New Jersey, the first marine terminal in New York Harbor with deepwater berths for 100,000 ton, 45-foot draft tankers.

The company also has marine terminals in Texas City, Australia, Belgium and England, with subsidiaries and affiliates in other European and Far Eastern countries.

Its "Eurotank" storage complex in Antwerp is one of Europe's largest marine terminals for bulk chemical storage. The company operates a fleet of leased and company-owned tankers, specially fitted for transporting bulk chemicals.

Anchortank/Houston will be adjacent to the Bayport Division, Port of Houston, now being expanded to a public deepwater port with a 40-foot deep channel and a major new turning basin.

It also adjoins a 1,057 acre site under option to Hudson Oil Co. on which a 200,000 barrel per day refinery is expected to be opened in 1978.

Some 20 plants are now operational in the 10,500 acre Bayport Industrial Development 25 miles southeast of Houston. About 4,000 acres of plant sites are now opened in the development, with an additional 2,000 acres under option including the Hudson Oil refinery site.

Bayport Industrial Development is a project of Friendswood Development Company, a subsidiary of Exxon Corporation.

Grain is king again

New Orleans, La. (New Orleans Port Record, August, 1974):—The Port of New Orleans' two grain elevators, Public and Continental, exported a total of 322,508,000 bushels of grain during the fiscal year 1973-74. It was the highest fiscal year of record and represented an increase of 22,252,000 bushels or seven per cent, over the fiscal year 1972-73 when the two elevators exported 300,256,000 bushels, according to the New Orleans Board of Trade.

The fiscal year runs from July 1, 1973 to June 30, 1974.

Corn exports accounted for the increase. Exports of this grain amounted to 211,835,000 bushels, up 25 per cent, over the 169,112,000 bushels exported the previous year. Soybeans declined two per cent, from 79,162,000 bushels in 1972-73 to 77,743,000 bushels in 1973-74.

Wheat accounted for 32,787,000 bushels, down 32 per cent from 47,985,000 bushels.

Principal countries receiving the grain were:

Russia, 65,430,000 bushels; Japan, 60,777,000 bushels; the Netherlands, 30,291,000 bushels; People's Republic of China, 22,679,000 bushels; Germany, 21,634,000 bushels; Republic of China (Taiwan), 12,704,000 bushels; Italy, 11,452,000 bushels; Spain, 8,614,000 bushels; and Mexico, 7,958,000 bushels.

A total of 660 vessels were loaded in 1973-74, representing a decline of three per cent from the 680 loaded in 1972-73.

The grain arrived via 32,592 rail cars compared to 21,780 in 1972-73, for an increase of 50 per cent; 3,360 barges versus 3,195 the previous year, up five per cent; and 1,879 trucks were unloaded as compared to 1,032 trucks last year, an increase of 82 per cent.

Reorganization

Portland, Oregon, September 20 (Port of Portland News Release):—Major changes in the executive structure at the Port of Portland have been announced by Edward G. Westerdahl II, Executive Director.

Alfred M. Eschbach, who has served as Director of Development Services since the merger of the Port of Portland and the Commission of Public Docks three and one-half years ago, will fill a new role of Assistant Executive Director with responsibility for special projects assigned by the Executive Director.

Robert Nordlander, Eschbach's assistant, was promoted to Director of the Development Services Department, which carries out the Port's engineering and construction functions.

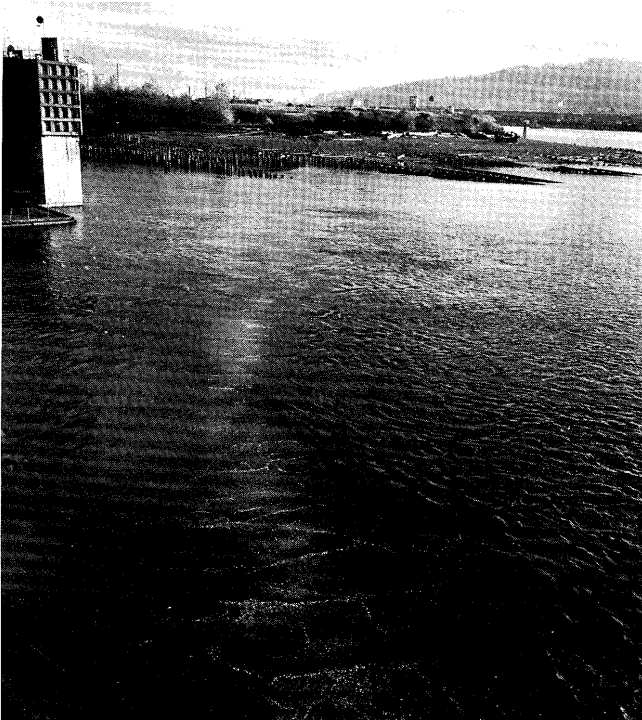
Lloyd Robinson, the Port's Director of Legal and Regulatory matters, will take on the additional responsibility of Director of Marketing, the post vacated when Ogden Beeman resigned to take a port consulting position in Korea.

Previously announced was the separation of the Marine Marketing Department, with Marine Operations responsibility shifted to I. James Church, who now heads both Aviation and Marine Operations.

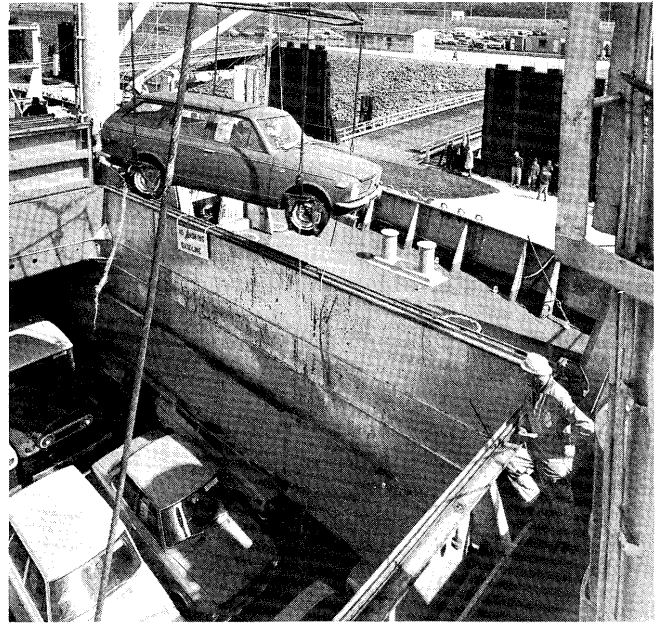
Marion Siedow remains as Director of Finance and Administration. Keith Hansen, Director of Community

(Continued on Page 35)

Scenes of Port of Portland, Ore., U.S.A. (See front cover also.)



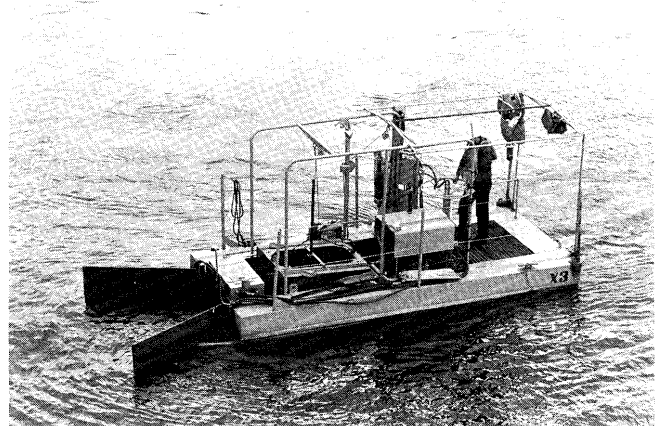
An air barrier across the lagoon at the entrance to the Willamette River is the last resort in the prevention of oil spills at Swan Island Ship Repair Yard. The yard is equipped with two skimmers to catch the spills before they leave the drydock area and enter the lagoon.



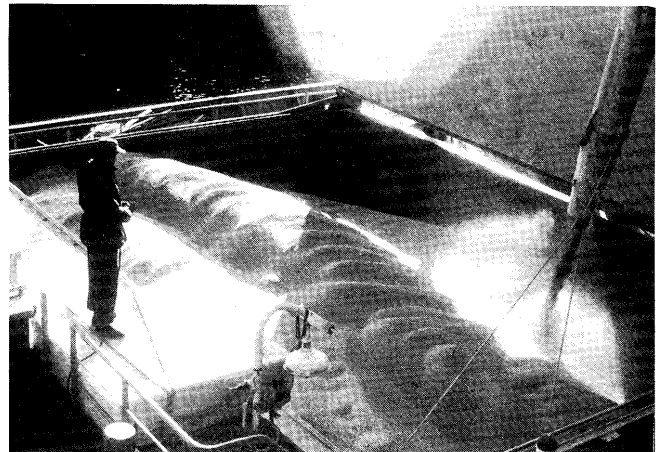
Import automobiles come into Portland via the Port of Portland's Terminal No. 4. Major importers include Toyota, Datsun and Honda.



This 150-ton-capacity shear leg crane at the Port of Portland's Terminal No. 1 is the largest crane in the harbor. It is used most often for the loading of electrical generating equipment for the Columbia and Snake river dams.



Oil skimmer at the Port-owned Swan Island Ship Repair Yard.



Grain is Portland's principal export commodity, with three elevators already on the Willamette River and another to be constructed by Cook Industries Inc.

(Continued from Page 33)

Services, also will be responsible for legislative liaison, and will serve as a special assistant to Lloyd Anderson, Deputy Executive Director, who will assume the Port's top executive spot upon the departure of Westerdahl.

The Port's planning division will report directly to Anderson, whose background before he became a public administrator was in engineering and planning. Sales and property management functions of the Property Development Division have been split, with property management shifted to Aviation Operations and property sales shifted to Marketing.

The executive realignment will be effective Monday, September 23, 1974.

Huge machinery shipments to Shanghai

San Francisco, Calif., October 17 (Port of San Francisco News):—The Port of San Francisco has captured the Pacific Coast allotment of a \$300-million series of machinery shipments from the United States to the People's Republic of China. The series is said to be one of the most expensive United States export shipments ever made to a single purchaser.

The first of eight ammonia plants, each consisting of about 4000 measurement tons and costing approximately \$40 million, will leave Pier 27 at the San Francisco port in November aboard the M/V Treuenfels destined for Shanghai. The vessel is chartered from Hansa Lines.

San Francisco port officials negotiated the project through Transmarine Navigation Company of San Francisco, which acts on behalf of both the Chinese buyers and the United States sellers.

California Stevedore and Ballast Company will be stevedores.

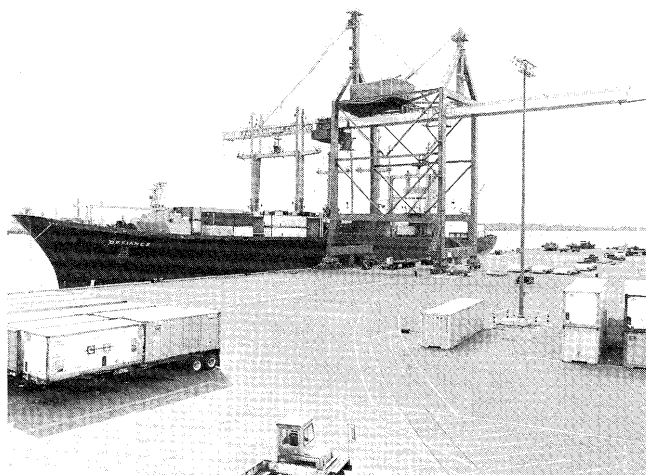
Components for the ammonia plants are being supplied by manufacturers all over the United States. Some of the equipment will be exported via New York and Galveston. San Francisco expects to handle all West Coast shipments in addition to this first segment of the year-long project.

"Our handling of this project is an important step in keeping San Francisco active in the stiff competitive race among Pacific Coast ports," said Port Director Bernard A. Orsi. "I especially want to congratulate Charles Velson, our marketing manager, for his months of work on this project. Tom Hsieh, regional vice president of the National Council for U.S.—China Trade, and the U.S.—China Relations Committee of the Chamber of Commerce of San Francisco have also done a fine job to help swing this deal.

"Right now American firms are negotiating more than \$900 million in export sales to mainland China. The Port of San Francisco hopes to get a big portion of the traffic. We'll have more to say about this in the very near future."

Shay elected president of AOCI

Seattle, Washington, October 10 (News Release from Port of Seattle):—Donald G. Shay, director of aviation for the Port of Seattle, was elected President of Airport Operators Council International (AOCI) today, (Thursday, October 10), at the Council's annual conference in San Diego, California.



Ameriport's 3rd Kochs container crane was recently made operational. It is one of two at Philadelphia's Packer Avenue Marine Terminal. (Delaware River Port Authority)

The AOCI is representative of over 155 principal airports throughout the world and is dedicated to serving those responsible for developing and operating airports. Shay has been an officer and member of the Council's board of directors since 1964.

A native Seattleite, Shay attended the University of Washington and holds a B.A. Degree in Economics and Business. He served as a transport pilot in the U.S. Army Air Corps and is currently a Colonel in the U.S. Air Force Reserve. A member of the Board for American Association of Airport Executives from 1961–1967, Shay also is a past president of International Northwest Aviation Council.

Shay has been director and manager of Sea-Tac International Airport since July 1960. Prior to that he was the airport's assistant manager, assuming the position in December, 1947. At that time there two carriers, Western and Northwest, with ten flights a day. Today Sea-Tac has 12 carriers with over 375 flights a day.

Shay has seen considerable growth at Sea-Tac—from frame buildings and a quonset hut to a multi-million dollar, space-age oriented airport.

The terminal complex, including two satellites connected to the main building by a unique underground transit system, represent Sea-Tac's updating and expansion for the age of the jumbo jets which required the largest total construction project in the history of Seattle, overshadowing even the World's Fair of 1962 and the emerging domed stadium.

Shay and his wife June reside in Lakeridge and have three grown children and one grandchild.

Land leases for terminal operators

Tampa, Fla., 10-11-74 (News from The Tampa Port Authority):—A significant milestone in the development of the Port of Tampa was passed when the Tampa Port Authority approved two leases with terminal operators for land adjacent to recently completed general cargo wharves on the East Bay Channel and Turning Basin.

The two lessees, Luckenbach Steamship Company and Eller & Company, are presently operating in the Port of



San Francisco, Calif., 10/22/74 (Marine Exchange of the San Francisco Bay Region):—The maiden voyage arrival of the *OVANES TUMANYAN* was recently feted in special ceremonies aboard ship at the Crescent Wharf & Warehouse facility in Alameda. On hand were (left to right) Jack B. Williams, vice president of Fesco Pacific Line (USA) Inc.; Ron Good, assistant manager for Crescent Wharf & Warehouse Co.; vessel master Captain Peter Bolduy; Miss Maritime Princess Melody Ann Oliverson (Harbor Tours—Division of Crowley Maritime Corp.) representing the Marine Exchange of the San Francisco Bay Region; and Boris Lifanov, vice consul of the Union of Soviet Socialist Republics. The Soviet vessel inaugurated Fesco Pacific Line's new service between the Pacific coast and key ports in the straits of southeast Asia.

Tampa on privately-owned facilities. Both companies, which are also stevedores and ship agents, made the determination to sign leases with the Port Authority after lengthy negotiations.

The leases, approved October 10, will become effective November 1, 1974; however, the companies will remain at their present sites for the time being because both have leases on their present sites extending into 1976. They will handle cargo over the new wharves, but they will not be fully operational at the new sites until transit sheds are constructed. These facilities are expected to be completed by the time the present leases run out. Rent to the Port Authority will begin on the date the leases are effective.

Guy N. Verger, Tampa port authority director, said the new leases represented a milestone in the development of the Port of Tampa. He pointed out the Port Authority had been working for years toward the goals of moving general cargo operations from the congested downtown area of the City to the newly developed port lands. The new area is easily accessible and the new wharves have aprons 100 feet in width which gives the port container capabilities which were limited in the past.

The Luckenbach lease provides for a minimum guarantee to the Authority of \$170,000 per year to which wharfage,

dockage and sheddage apply for approximately 15 acres of paved land behind a 600 foot public berth. The company will have preferential berthing rights on a 72 hour notice to the Port Authority. Land rental is \$2,000 an acre additional but this will not be applied to the minimum guarantee the first 18 months of the lease only.

Luckenbach has agreed to pay for the paving at the rate of \$8,000 a year until the cost of \$122,000 is paid out. The company also has the right of first refusal on an additional eight acres of adjacent land and the right of first refusal for preferential berthing rights on an additional 600-foot berth which may be constructed by the Authority at a time of the Authority's option.

The lease is for 15 years with two five-year options with a 10 percent escalation and provides that Luckenbach will construct a 55,000 square foot transit shed at its own expense. Construction is tentatively set to commence May 1, 1975.

David Kerr, attorney for Luckenbach, and a member of the company's board of directors, told the Port Authority after approval of the lease that the will of the late Edgar F. Luckenbach, Jr., president of the company, had expressed a strong desire that the family name remain in the maritime industry. Mr. Luckenbach died earlier this year.

The lease with Eller also carries a minimum guarantee of \$170,000 a year to which wharfage, sheddage and dockage apply. Payment of the minimum guarantee begins on the completion of an additional berth which will be built by the Port Authority. The land area is approximately nine acres for which the company will pay an additional \$2000 per acre per year. Only land rental will be paid until the new berth is completed. For the present Eller will use the 1200 feet of public berth on a reservation basis. Uiterwyk Cold Storage Corporation, a prior tenant, has preferential berthing rights.

An additional 600-foot berth adjacent to the leased land may be built at the option of the Port Authority and Eller will have preferential berthing rights. Eller will be required to construct a transit shed at its own expense when the new berth is constructed. The company also has the right of first refusal on an additional 10 acres.

At the present time Eller is leasing what was formerly Gulf-Florida Terminal on Ybor Channel and operating it as Ellenco Terminal.

The Port Authority has also taken under consideration after a public hearing the application of Harrington and Company for a stevedore and terminal operator's license in the Port of Tampa. Harrington operates as a stevedore, terminal operator and agent in the ports of Miami, Port Everglades, Jacksonville, Savannah and Wilmington, N.C.

The company has an agency office in Tampa which was opened earlier this year.

Opposition to the issuance of the licenses was made by Luckenbach, Eller, Pate Stevedoring, as well as other members of the Tampa Maritime Association. Basis of the opposition is that there are enough stevedoring companies in the port to handle its business. Harrington based its application on the fact that the company, if granted a license, will bring additional cargo.

A determination on the application probably will not be made until December, Port Director Verger stated at the close of the hearing.

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Growth at Port of Tacoma

Tokyo, August 28 (Masatsugu Kobe, Far East Consultant for Port of Tacoma, Washington, U.S.A.):—Growth. That's the continuing theme of the Port of Tacoma annual report for 1973, just released.

Tonnage, revenue and payroll were among the most significant items to hit new highs. Net profit doubled in the calendar year 1973.

From the end of 1972 to the end of last year, the cargo crossing port piers jumped from 2.3 million tons to 2.6 million tons. Imports took a healthy climb from 785,505 tons in 1972 to 1,186,855 tons last year while exports decreased a little from 1,503,695 tons in 1972 to 1,478,453 tons in 1973.

Operating revenue went from \$7.6 million in 1972 to \$9.1 million in 1973. Net profit doubled, rising from \$352,128 to \$718,558. Payroll figures jumped from \$1.8 million to \$2.2 million for longshoremen, and from \$1.9 to \$2.1 in other operating areas.

Total assets rose more than \$10 million — from \$81.4 million in 1972 to \$91.5 million in 1973.

Construction of new port facilities also reached new levels with the completion of the Pierce County Terminal complex, the extension of the Terminal 7 wharf and the start of construction of a new 4.5 million bushel grain storage and export terminal. Completion of the latter project, expected next January, will give the Port of Tacoma two modern grain terminals capable of competing with any terminal complex in the United States.

Cargo movements which had suffered from work stoppages in both 1972 and 1971 rebounded to a new high for 1973, indicating a health growth pattern over the previous high year of 1971.

The Port took another giant stride in co-operation with major industries in the community with the issuance of \$43.8 million in pollution control bonds . . . to assist major industries in meeting stringent new air and water pollution control standards.

EUROPORT '74

The world's greatest maritime exhibition Europort, which will be held from 12 through 16 November 1974 in the Rai-Building in Amsterdam, continues its tradition to attract official interest from countries all over the world.

In previous years this famous international trade exhibition was officially opened a.o. by the former Prime Minister of the Netherlands, Mr. P. de Jong, by Dr. J.M.A.H. Luns in his capacity of Minister of Foreign Affairs, by Dr. P. van Vollenhoven as deputy of H.R.H. Princess Margriet, by Mr. Christopher John Chataway, Minister for Industrial Development of the United Kingdom and by the German Minister for Transport, Dr. L. Lauritzen.

The opening ceremony of Europort '74 will this year be performed by the Honourable Robert J. Blackwell, Chief of the U.S. Maritime Administration, Washington D.C. It will take place in the presence of many important international guests on Tuesday 12th November 1974 in the Rai-Congress Centre — Amsterdam at 10.00 hours.

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New deal for dockers

Glasgow, 15th October (Clyde Port Authority):—Glasgow's dock labour force of almost 600 men today accepted a new pay and productivity deal described by Clydeport's Managing Director Mr. James P. Davidson as "the cornerstone of a development programme for Glasgow docks".

Under it, the dockers' basic weekly rate goes up from £36 to £42, the number of men per gang is reduced and the gangs will in future switch, when necessary, from one ship to another so that men will always be available to handle vessels on regular services to the port.

The new deal was part of a four-point package put to the men more than eight months ago:-

1. revision of the piecework scheme coupled with a reduction in manning scales;
2. more flexibility in working so that regular customers could be guaranteed that dockers would be available to handle their ships;
3. permanent jobs for 50 additional dockers on the Glasgow register when required by the Authority's subsidiary, Clydeport Stevedoring Services Ltd;
4. a capital expenditure programme for the modernisation of port facilities in Glasgow.

Since negotiations began, the port has been exceptionally busy with the result that there have been shortages of up to and over 300 men a day.

"The agreement reached today on the reduction in manning scales and increased flexibility will enable us to improve greatly our service to existing customers and strengthen our position in attracting new trade", said Mr. Davidson.

"In Glasgow docks we have gone through many difficult years since the introduction of containerisation, which resulted in the closure of berthage and a run-down in the labour force".

"Now that this vital part of the four-point package has been accepted, we can go ahead with the complete programme which will greatly enhance the port's competitive position".

Clydeport will be taking immediate steps to implement the development programme. Already this year, its stevedoring subsidiary has spent £75,000 on additional mobile equipment.

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Antwerp Economic Mission to the West Coast of North America

Antwerp (Antwerp Port News, July–August 1974):—From 10th till 19th June 1974 an Antwerp Economic Mission stayed at the West Coast of North America to establish or to strengthen relations with Canadian and American West Coast ports.

It concerned Vancouver, Seattle, Portland, Oakland, San Francisco, Long Beach and Los Angeles.⁽¹⁾

The mission, headed by Governor Kinsbergen, was composed on the one hand of officers of the Belgian Foreign Trade Office, of the Province and City of Antwerp, the Economic Council of the Province of Antwerp, the Intercommunal Society for the Development of the Campine Area, and on the other of representatives of the Antwerp Chamber of Commerce and Industry and of the various branches of activity (banking, shipping, inland navigation, freight forwarding, goods handling, storage) represented within the framework of the Port of Antwerp Promotion Association. Also a representative of the Belgian Branch of the European Shipping Press Association (E.S.P.A.) made part of the mission.

Alms of the mission

With the effective assistance of the Belgian consular representatives in all the ports visited information sessions and receptions were arranged in which some thousand invitees participated. In that way numerous new contacts have been established, thus achieving one of the main aims of the mission, viz. the promotion of the economic relations with Antwerp as a centre of growth. It should be noticed that this time this promotion was not confined to economic aspects, but that the Antwerp spokesmen also stressed the cultural-historical as well as the tourist aspects of Antwerp.

In this respect reference was made to the exhibition (Antwerp's Golden Age) which will have visited some twelve important American cities by the end of 1975.

Antwerp: gateway of Europe

The mission explained the role of Belgium and Antwerp in international trade. Especially for what Antwerp is concerned the assets of the port and province for the establishment or development of business relations and investments in the fields of shipping, trade, distribution and industry were described. The main aspects influencing the choice of the customers were said to be the central location and the good communication routes, the storage facilities and the port equipment, the flexible customs regulations, the available labour force and the favourable social climate.

Regarding the favourable geographical location it was stressed that since the entry of Great Britain and Ireland into the E.E.C. Belgium occupies a still more central position in Western Europe. As a result thereof the two large Belgian cities, i.e. Brussels, Capital of the E.E.C. and of N.A.T.O. and Antwerp, being one of the main gateways of Europe still better come to the fore.

Results

Although it is very difficult — not to say impossible — to measure the results of a similar initiative, the Mission is considered to be successful by its promoters. Especially in the field of the circulation of information and in the one of establishing contacts with possible customers and investors the balance of the journey is most positive.

The following additional remarks can be made:

Commercial and shipping relations with the West Coast

Trade and shipping relations of the West Coast of Canada and the United States are to a large extent focused on the Far Eastern Countries. These markets, however, give not always proof of great stability. This is one of the reasons inducing the West Coast ports to attempt making their traffic more diversified, i.e. by developing their relations with Europe. In this connection from the American side the creation of new shipping lines is considered.

Regarding this trend the spokesmen of the Mission expressed their regret about the lack of balance between the incoming and outgoing traffic between Antwerp and the above-mentioned ports.

Indeed, when analyzing the traffic between the West Coast ports visited by the mission and the ports of the Hamburg–Le Havre range it appears that in Antwerp the traffic from Europe to America is by far more important than the one in the other direction.

Antwerp provides not less than 2/3 of the total outgoing cargo shipped from the (Hamburg–Le Havre range) to the West Coast ports.

In this leading position iron and steel products but also glass, metal ware, non-ferrous metals and textiles occupy an important place.

In the direction North America/Europe, however, the share of the first Belgian port is rather poor, the bright spots being products of the timber industry, fruit (fresh or tinned), cotton, certain machinery and canned fish.

Regarding the disequilibrium in the incoming and outgoing traffics the American importers regret that the Belgian steel industry insufficiently supplies the American market and at too high prices.

They advocate a long term trade policy which would promote certain bilateral commercial transactions. In that way the necessary return cargo could be created which would benefit the shipping services between Antwerp and the West Coast ports.

(Continued on Next Page)

(1) Unrelated to and preceding the programme, some Mission members paid a visit to the port of Quebec. Invited by the Port Authorities they participated in a Port Day arranged to promote the Quebec port interests. The presence of the Antwerp specialists was mainly intended to give the participants a better insight into the way in which Antwerp managed to adapt itself to the development of international shipping, this thanks to a thorough know-how.

PLA Director-General John Lunch

urges increased co-operation between world police forces in the fight against international terrorism and crime

London, 30th September (PLA News):—"Police forces are the thin blue line between civilised society and organised crime, terrorism and anarchy. . . . We are proud of you. You deserve and must have the whole-hearted support of the community."

So stated PLA Director-General John Lunch when he opened the 5th Annual Convention of the International Association of Airport and Seaport Police (IAASP) today (1st October).

Increased co-operation and the speedy exchange of information between the world's police forces was vital in the fight against organised crime and terrorism, said Mr. Lunch, and he was therefore pleased that the Convention was a working conference.

Welcoming delegates from the five continents, Mr. Lunch said he was very pleased that the current President of IAASP, heading the Convention, was the PLA's own Chief Constable, Peter Gannon.

"The presence of two of Britain's top chiefs of police, Sir Robert Mark, Commissioner of Police for the Metropolis, and Mr. James Page, Commissioner of Police for the City of London, demonstrated the significance of the conference," said Mr. Lunch.

The PLA's own police force has been particularly successful in the fight against crime. Last year only 0.005% of the value of cargo passing through London's docks was lost through theft and pilferage. He believed this to be a world record.

The Port of London Authority Police Force is the second oldest sworn constabulary in the world, dating from 1802 when the West India Dock Company (incorporated in 1908 into the PLA) appointed "a head constable and six proper persons as constables sworn in before a magistrate with the consent of the Secretary of State for the Home Department." The PLA constabulary is pre-dated only by the "Marine Police Institution" formed in 1798, the

Specialized terminals

The Mission devoted much attention to the promotion of Antwerp as a multipurpose port for Europe in general and the Common Market in particular.

Mention was made of the numerous specialized terminals that have been created in the port and which can guarantee most valuable services i.a. for the handling of forest products, fruit, fertilizers, iron and steel and containers. Regarding this last category of goods during visits rendered by mission members to the installations of the West Coast ports they noticed that all these ports make considerable investments to play a role in the developing container traffic.

This was i.a. the case in Vancouver where two local competitive ports (Port of Vancouver and Fraser River Port) have each their container terminal under construction and consequently are looking for container lines prepared to incorporate these terminals in their sailing schedules. Consequently, the operators of these terminals were most interested to learn that last year the Antwerp share in the container traffic between the E.E.C. ports and those of Canada amounted to 62%. The Antwerp specialists pointed out that moreover numerous containers which are shipped to Canada via other European ports are stuffed in Antwerp. The dominating position of Antwerp in the field of general cargo (28 million tons in 1973) most certainly is not strange to that situation.

Distribution of goods

In view of the trade development between the West Coast and Europe the Mission gave the North American business men some information about the possibilities of Antwerp for the distribution of goods.

In this field Antwerp earned a good reputation. At regular intervals the setting up of the new distribution

centers is announced, as was recently the case for the one of Du Pont de Nemours and the one of the Mexican Government.

Diamond trade

Although the Antwerp diamond trade was not represented in the Mission on various occasions the spokesmen stressed the importance of this branch of industry for the Antwerp economy.

A special promotion action at the West Coast will, however, be necessary in order to yield tangible results.

Investments

From 1959 till 1973 1/3 of the local foreign investments in Belgium (150,000 million BF) was made in the Province of Antwerp. Although somewhat obstructed by the difficulties which are slowing down the further development of the industrial port area (on the left bank of the river Scheldt) the mission devoted much attention to the contacts with candidate-investors.

As a matter of fact for storage and distribution purposes for instance there are still a number of sites available in the existing port zone. Moreover, as soon as the managerial problems regarding the left river bank port area will be settled vast sites will become available, thus doubling the present day port and industrial zone. Meanwhile the province offers large possibilities for a wide range of investments.

During the mission numerous contacts have been established particularly in the regions of the world towns San Francisco and Los Angeles, the results of which are expected to be most fruitful.

In this respect the possibilities are being examined for the location in the province of Antwerp of Industries manufacturing highly valuable products belonging to the electronical and metallurgical sectors.

forerunner of the London River Police which was subsequently absorbed into the Metropolitan Police in 1829.

The International Association of Airport and Seaport Police

(Background Notes)

London, 1st October (PLA News):—The 5th International Association of Airport and Seaport Police Convention to be held in London 30th September – 3rd October, 1974.

The International Association of Port Police (IAPP) was formed in March, 1970, to fill a long-standing need for improved co-ordination and communication between security agencies of the world's major deep water ports and commercial air facilities.

From a nucleus of a dozen ports the IAPP has increased its membership in just four years, to include over 80 ports and airports in the United States, Canada, the Caribbean, the United Kingdom, Europe and Africa.

The short and long term benefits of the IAPP are to preserve the integrity and viability of maritime and aviation cargo facilities as vital elements in local and national economies.

The Association membership realizes that the criminal elements present in every country are employing sophisticated and effective management and communication techniques to achieve their illegal objectives.

To counter this effort, the IAPP, has over the last three years, carried on an aggressive information exchange programme between its individual members and member ports. It has, with equal vigor, sought to broaden its base of information sources by attracting additional members.

It is realized by the IAPP members, and the countries they represent, that the void in this phase of world port security that has prevailed for so long and with such serious effects on domestic and international commerce will be filled with the successful achievement of the objectives of the International Association of Port Police.

In October, 1973, Mr. Gannon attended the 4th Annual Conference of the Association on board the "Queen Mary", Long Beach, California, where he was elected President of the Association.

In 1973 the Association was renamed from the International Association of Port Police to the International Association of Airport and Seaport Police. This was to cover the fast growing membership of airports.

During the past 18 months there has been a greater need for International Police liaison in view of terrorism and other political crimes of violence. The Conference at Long Beach devoted a great deal of time to the threat of terrorism to ships and to the problem of container cargo security. In an attempt to overcome these problems the Association have prepared contingency plans and have circulated much needed information to all members.

PLA Police Chief calls for an international code of practice for containers

London, 14th October (PLA News):—The need for an internationally applied code of practice to ensure the maintenance of a high standard of security for containerised cargoes was stressed by the Port of London

Authority's Chief Constable Peter Gannon speaking in Malta over the weekend.

He was the guest speaker at the European meeting of the General Stevedoring Council which represents stevedoring and other cargo handling interests world-wide, with 31 countries and some 200 ports represented.

Mr. Gannon explained how new highly successful methods for ensuring the security of containers initiated at the PLA's Tilbury Docks would be helpful if adopted internationally. The International Association of Airport and Seaport Police, of which the PLA Police Chief is the immediate Past President, recently held their fifth Annual Convention in London and container security at Tilbury Docks was one of a number of subjects studied by the working groups.

The IAASP had already evolved a system for speedy direct communication between port police forces throughout the world and had now started on the work to bring about a code of practice for international application, said Mr. Gannon.

He drew attention to the overall success of the PLA in the fight against crime and the fact that only 0.005% of the value of the goods passing through the PLA's Docks last year was lost through theft or pilferage.

New Board for Clydeport

Glasgow (Clyde Port Authority):—Clydeport is now operating under a ten-man Board in place of the 16-strong Authority which has controlled the affairs of the undertaking since 1966.

This follows a Harbour Revision Order — made after a public enquiry held before Parliamentary Commissioners in Glasgow on 4th February — bringing a new constitution into force on 1st October. It is similar to those being introduced at several other British ports.

Eight Board members have been appointed by the Minister for Transport in the Department of the Environment:

The Chairman, Mr. A.G. McCrae C.B.E., who has chaired the Clyde Port Authority since it was formed in 1966 and who is also Chairman of the British Ports' Association;

Managing Director Mr. J.P. Davidson, who has been Clydeport's chief executive since 1966;

Mr. F.P. Rait, who has been a member of the Authority since its inception and deputy Chairman since 1969. Mr. Rait is Chairman of Percy and Halden Ltd., in the lubricating oil industry, and a Vice-President of Glasgow Chamber of Commerce;

Mr. J.E. Boyd, a Chartered Accountant by profession who has been the Financial Director of Lithgows Ltd., since 1962 and of Denholm Ship Management Ltd., since 1968. He is a Director of a number of other companies, some of which are in the shipping sector;

Mr. R.G. Duthie, Chairman of the Black and Edgington Group, manufacturers of camping equipment. He is also a Director of the Scottish Telecommunications Board and a Director of Greenock Provident Bank;

Mr. C.I. Gray J.P., who is employed by the British Railways Board as a Supervisor in the Movements Department. A member of the N.U.R. and of the Transport Salaried Staff Association, Mr. Gray has been

a member of Lanarkshire Country Council since 1964 and is Vice-Convener of Strathclyde Regional Council; Mr. A. McMahon, a docker since 1950 now employed by Clydeport Stevedoring Services Ltd. He is Chairman of the Glasgow Docks Branch of the T. & G.W.U. and a member of the local Dock Labour Board;

Mr. T.S. Shearer, a Director of Lyle Shipping Company and of Scottish Ship Management Ltd. He is a past-President of the Glasgow and Clyde Shipowners' Association and is Chairman of the Clyde Pilotage Authority.

Only Mr. Boyd, Mr. Gray and Mr. McMahon have not previously served on the Authority.

Under the new constitution, the Board has appointed at its first meeting two additional executive members:

Mr. J. Mather, Assistant Managing Director and Director-Finance and Marketing;

Mr. J. Michael, Director-Operations and Personnel.

The new Board has also re-appointed Mr. F.P. Rait as Deputy Chairman.

Britain's ports must face up to European competitors

London, 24th September (PLA News):—Massive investment in their ports by our Continental competitors means that Britain runs a grave risk of becoming a second-class transport nation at the end of short sea feeder services.

This was the warning given by John Lunch, PLA Director-General, in an address today (24th September, 1974) to the first congress of the Institute of Freight Forwarders.

Speaking of the need to meet and contain the determined competition from European ports and the dangers of allowing Britain to become an off-shore island of Europe, Mr. Lunch said:

"What sort of businessmen would we be if we delivered ourselves up to our competitors? Can we place British industry in so vulnerable a position that we become second-class transport citizens at the end of a feeder service?"

Referring to ports as an essential service directly related to the needs of industry and trade, Mr. Lunch added that whilst he recognised the need to identify areas which should be protected from industrial growth, industrialists and environmentalists must adopt a far more flexible attitude."

The IFF Congress attracted many top-level speakers with its theme of "The EEC, its potential and effect on UK Freight Forwarders."

PLA captures new South American service for Royal Docks

London, 7th October (PLA News):—The Port of London Authority announce today that agreement has been reached with the Brazilian shipping line Empresa de Navegacao Alianca S/A for the discharging and loading of their vessels in the Royal Group of Docks. This agreement brings substantial new business with good growth potential to the Royal Docks and maintains a continuity of service between London and South America to the benefit of both U.K. and South American shippers.

The "Express Line," as the new service will be called, will be concentrated at No. 4 Berth, Royal Victoria Dock and will call monthly starting with the m.v. "Copacabana"

on 25th October, 1974.

Seeking new business for London Docks

London, 15th October (PLA News):—The winning of the Brazilian shipping service "Express Line" whose first ship "Copacabana" loads at No. 4 Berth Royal Victoria Dock on 25th October is evidence of the success expected from a new joint aim of unions and PLA management to drive for more shipping business in the Docks.

The fresh approach with new ideas and attitudes to working methods in the docks results from consultations between Port of London Authority senior management and union representatives building upon already good consultative procedures but more specifically intended to achieve shared aims and objectives in seeking new business. Mr. John McNab, recently appointed PLA Director of Upper Docks - these are the India and Millwall and the Royal Group of Docks - took the initiative to improve communications and understanding by setting up new regular meetings with representatives of PLA staff and labour. These are aimed at achieving a more flexible response to meeting the needs of customers.

Mr. McNab has already met with Region No. 1 Docks Group Committee of the Transport and General Workers' Union when he declared the PLA's determination to win new shipping company business for the enclosed docks and he discussed competitiveness, customer needs and commercial opportunities.

He said of this meeting: "We are getting on the same wavelength. We see great potential in the conventional import cargo trade and in these docks we have both the facilities and experience to provide the necessary standard of service expected. Competition is very fierce and we must ensure that our business approach with regard to terms and conditions we offer to prospective customers is as flexible as that of our competitors. A joint understanding of these factors will enable us to offer customers the best possible arrangements which will attract new business to the Port of London".

Withdrawal of cargo handling facilities at Barrow Docks

London, 2 September (B.T.D.B.):—The British Transport Docks Board's decision to withdraw cargo handling facilities at Barrow Docks, having been suspended for a year, will now be effective from 31 December 1974.

In March last year the British Transport Docks Board announced that because of continuing losses at Barrow Docks over the years, cargo handling facilities would be withdrawn at the end of 1973; but after approaches by the local authorities and other interested parties at Barrow, the Board agreed that in return for a financial contribution towards the losses incurred they would defer the withdrawal for one year so that the Cumbria County Council could have time to consider the future place of Barrow Docks within the regional economy.

The consultants appointed by the Council to study the matter confirmed the Board's view that there was no significant scope for improving traffic levels at Barrow, and expressed the opinion that the withdrawal of cargo handling

(Continued on Next Page Bottom)

Port of Rouen—

Board of Directors meets

- trade in the first six months: +5.3%
- Stages of the financial situation and investments for five years
- Proposed investments for 1975

Rouen (Rouen Port, International Issue, 20th August 1974):—The Board of Directors of the Port Rouen Authority met on the 4th July 1974 in Paris under the chairmanship of Mr. Cintrat, aided by Mr. Mandray, General Manager.

After welcoming M. Jean de Menthon, new State Controller designate, replacing Mr. Portier who has been called on for new assignments, the Board examined the following questions:

1. *Approval of a new investment and financial programme for the coming five years*

In the course of examining the financial situation of the maritime establishment, the Board approved a programme of investment and finance for the coming five years. An appraisal will be made every year. It embraces an analysis of traffic plans with foreseeable receipts and expenditure.

This programme translates into figures the policy the port plans to adopt in the period under consideration. During the course of a previous session, the Council had approved a minimal outline plan. This time, it was a case of having in mind a plan embracing greater scope in receipts and expenditure than the previous one, with more ambitious, yet realistic, targets in view, always bearing in mind real hopes for traffic expansion. The study of the two plans which were fairly close makes it easier to assess better the chances of the Establishment reaching its objectives.

These low-key and middle-key plans interpret the policy that the Port will follow if the general economic climate does not drastically change.

They will serve as markers, warning beacons that will allow a year-to-year appraisal of the results achieved and will reflect the trends over a longer period.

It must be remembered that with a loan programme of from 20 to 25 million francs a year and the supposition that the State participation will increase with the cost of living, the Port Authority can face up to an investment programme bearing on improvements in access, development in merchandise traffic and progress in dealing with

ing facilities would have little or no effect on the general development of the regional economy. In the light of the consultants' report Cumbria County Council have indicated that they do not intend to make any further contribution towards the maintenance of cargo handling facilities at Barrow.

The port has to be kept in operation for the use of Vickers Limited Shipbuilding Group. Earlier this year the Docks Board had negotiated the sale of Barrow Docks to Vickers, but the Board were unable to promote the necessary Private Bill through Parliament.

A total of 103 staff are at present employed at Barrow Docks and it is expected that about 60 will be affected by the withdrawal of cargo handling facilities.

heavy goods traffic.

To attain these different objectives, this investment programme for five years could well be in the order of 450 m. francs.

Balancing of the budget in the course of this period could be obtained by introducing tariff increases going a little beyond the general trend in the rise of prices but staying, however, fairly close to it.

It will involve, therefore, an effort which should be tolerable to the port users.

2. *Investment Programme for 1975*

The final investment programme will not be fixed until the budget has been fixed in September, but the Board have fixed, from now, the broad policy lines it means to follow if the State agrees to give corresponding help.

A new stage will be tackled in access improvements (20 m. francs) which will have a bearing mainly on up-river conditions, since the 1974 effort dealt with down-river conditions.

For coal imports, which are growing; for phosphate imports; for the new phosphoric acid factories, as well as the hydrocarbon refinement trade, the Port must deepen the draught at the port entry.

The arrangements at the great modern quay of Grand-Quevilly will continue apace for 12.5 m. francs and the Port will undertake the construction of a new roll on/roll off terminal (5.9 m. francs).

The stone-facing along the Seine banks, navigation aids, the earth-banking zones and the industrial sites will benefit by a 17 m. francs programme.

The sheds and handling equipment will be modernised at an estimated cost of 12.5 m. francs.

Moreover, the Board studied the problem of modernising the dredging. The number of barges for transporting the dredgings and sludge must be increased; especially must the two suction dredgers be replaced by a more powerful dredger of 3,000 cubic metre capacity in its hold; the cost of the latter can be set at about 36 m. francs.

If the dredger can be ordered in 1975 and put into service in 1977, there will, as a result, be less expenses (from better returns) and the operation could be carried out without damaging consequences for the personnel.

The cost of such an investment falls on the State, and as a result so does the realisation of this part of the programme.

3. *Traffic*

Traffic of 7,250,000 tons was achieved by the end of the first half-year, an advance of 5.3%. Two facts point to optimism; new factories are coming into production, the trade in phosphate and sulphur in particular, should leap forward, and moreover, a continued advance in coal trade can be expected.

Under these terms, if trends are maintained, for cereals and various merchandise, the second half-year should be even better than the first; and as it will stand up to comparison with a very mediocre second half-year in 1973, the gap between 1973 and 1974 should widen.

Port of Barcelona —Review of 1973

(From Puerto de Barcelona, Boletín Informativo, January-March, 1974)

TRAFFIC

The total merchandise loaded and unloaded during the year 1973 was 11,391,549 tons, an increase of 1,127,142 tons more than the total movement in 1972 which is an

Visiting customers in Canada and the U.S.

Manchester, 1.10.74 (The Port of Manchester):—Mr. Norman Cowgill, Commercial Manager and Mr. John Field, Docks Manager, of the Manchester Ship Canal Company will be visiting Canada and the United States between Friday 4th October and Saturday 19th October 1974 to talk with existing and prospective customers of the Port.

Additionally they will visit Port facilities in both Montreal and New York, where receptions have also been arranged.

Elbe being deepened

Hamburg (Hafen Hamburg Report, 2/1974):—At the end of June dredgers began working in Hamburg Harbour as part of a scheme for deepening the channel of the Lower Elbe. This work had become necessary because the Elbe was no longer able to accommodate the larger and larger freighters being built today. With a depth of only twelve metres from the mouth of the Elbe to Hamburg at mean tide low water (MTnw) Hamburg Harbour would have been cut off for larger freighters without this work.

With container ships of the third generation being taken into service, requiring a channel of 13.5 metres at MTnw the deeper channel is vital if Hamburg is to continue to grow in importance to world shipping.

Larger ships also require widening of the channel. In Hamburg it will have to be expanded from 200 to 250 metres and below Hamburg to the mouth of the Stör from 200 to 300 metres. In the outer Elbe near Neuwerk the channel must be widened from 400 to 500 metres.

Export boom

Hamburg (Hafen Hamburg Report, 2/1974):—The boom in sea-borne exports experienced by most European countries in 1973 maintained its impetus in the first six months of the present year. In the first half of 1974 nearly 40% more goods went abroad by way of Hamburg, Germany's biggest seaport, than in the same period of last year. This development enabled Hamburg to chalk up a figure of 26.9 million tons—the highest half-yearly result in the history of this River Elbe port. The Hamburg Port Information Bureau (HIB), which released these figures, said that as of 30th June there had been an overall transshipment rise of 13.5%, clearly indicating that the 50 million mark will be exceeded even before the end of the year.

increase of 11.0%. The previous figures do not include figures for fish, provisioning, the international transport by TIR, and neither do they include the local or estuary traffic, which does not exist at this port.

If the tonnages previously excluded are taken into consideration, then the total traffic for the port is as follows:

Mercantile maritime traffic	11,391,549 Tm
Fish	10,102 Tm
Provisioning	400,869 Tm
TIR	511,737 Tm
TOTAL	12,314,257 Tm

With respect to the maritime traffic the breakdown is as follows with the increases in tonnage as shown:

Petroleum products	(31.6%)
Non petrol liquids	(13.9%)
Solid grains	(22.3%)
General cargo	(32.2%)
	(100%)

3,600,729 Tm	17.8% increase
1,484,410 Tm	9.1% increase
2,635,397 Tm	8.9% increase
3,671,013 Tm	7.1% increase
11,391,549 Tm	11.0% increase

The merchandise discharged has been increased by 1,073,423 tons. Merchandise loaded has been increased by 53,719 tons, making a total of 2,476,996 tons. The ratio of loaded to unloaded is 3.6. Excluding petroleum products this ratio would be 2.3.

Coastal shipping, with 6,251,964 makes up 53% of the total. The coastal general cargo traffic was 1,441,447 tons, an increase of 6.4% with respect to 1972. This coastal shipping makes up 40% of the total general cargo.

Finally, with reference to non-maritime traffic, it is worth noting that TIR moved 511,737 tons (mainly general cargo of a very varied type) also increasing, by 19.3%.

The solid grains with the highest tonnage were cereals with 586,328 tons, pyrites standing at 348,126 tons, potassium salts with 326,884 tons and petroleum coke with 166,406 tons. Clinker has seen a great increase to 349,981 tons.

In the group of liquids, petroleum products are the most important with 3,600,729 tons, the breakdown showing 1,901,968 tons of fuel oil, 601,360 tons of gas-oil, 724,423 tons of petrol and the rest taken up by kerosene naphthalene and various others.

Non-petroleum liquids have also been important, reaching 9.1% of the total traffic. Within this group the breakdown for liquefied gases was as follows: natural gas 815,949 tons, butane 135,288 tons and propane 90,941 tons.

With reference to the general merchandise, this port is characterised by its great diversity, the following items being worthy of note: 143,287 tons of cement in sacks, 633,438 tons of siderurgical products, 152,237 tons of fruit, 255,918 tons of wood, 222,629 tons of cars and lorries and finally 114,929 tons of wood pulps and pastes. No

other single class of merchandise reached figures of 100,000 tons.

43,893 containers of 20' or equivalent were handled, an increase of 18% with respect to the previous year, and 78,706 units of smaller sizes. The nett cargoes corresponding to these two types of containers was 369,288 and 106,673 tons respectively.

8,857 ships entered the port with a total of 35,318,815 TRB a decrease of 4% in the number of ships and an increase of 1.5% in the registered gross tonnage. The total for container carrying ships was 302, less than that for the previous year of 1972 at 403 units. This indicates larger ships and more important operations.

The movement of passenger traffic was at 793,716 6.05% greater than the previous year.

With respect to the roll on/roll off traffic there was a movement of 158,972 units and 309,033 tons, which figures represent an increase of 13% and a decrease of 4% respectively, these changes being caused by the appearance of lighter units.

CONSTRUCTION WORKS

During the last year work has been finished on the dredging of the interior port channel and the construction of the quay for liquids. The "ring road, branch IV" has also been finished, thus completing the connection between the north and south zones of the port.

The new TIR terminal works were finished within the construction for the "Combined transport terminal" the mooring service being in part operation for the roll on/roll off, and the "Fitting out of the mole for the southern counterdike", which is expected to be finished shortly.

The investments in construction works reached a total of 427,283,057 ptas.

OPERATION

The installations in this port, as in previous years, have been subject to an intensive use on account of the increases noted in the corresponding section of this report. The coming into operation of several services has allowed the development of the operations with a certain margin. Although attempts have been made to ensure the goods are withdrawn as rapidly as possible from the port, there have been moments of congestion due to a lack of storage space.

Eleven container companies stop off at this port, some of them with transoceanic ships, of high efficiency and great capacity. Apart from the feeder type services that link our port with the network of container distribution, there are regular services to the United States, Middle East and Australia.

With respect to the roll on/roll off traffic there are six regular lines, one of them with the option of 20' containers.

The system of using the port facilities on a concession system has been continued and some interesting results have been obtained with the participation of private enterprise in the construction of complementary mole installations.

The coming into service of five new moorings for the unloading of inflammable products in the interior harbour and the working of three installations with a great surface area for dealing with this type of product, which has meant a great reduction in the turn round time for the specialised boats of this type calling at the port.

There has also been noted an improvement in the rationalising of the traffic, both in the numerous arrivals of mass cargoes already prepared for handling (wood, wood pulp, iron, etc.) and in the application of the use of the container for new cargoes, such as happens with fruit and other vegetable products from the Canaries.

A closed circuit television system has been put into service, that making use of the considerable height of the towers of the aerial cableway and Jaime the First by installing two cameras in them, allow a detailed observation of all the port activity by means of two monitors installed in the port Board offices. With this complete information is obtained both of the mooring of the ships and use of the esplanades, control of the crane operating and other equipment.

The invoicing and statistical system has been perfected with the entry of data for mechanised processes by punched cards from the paper rolls. Statistics are being collected now by units of cargo, by origin, and by land destination. This is considered to be of great interest for the planning of handling systems and for the study of the zone of influence of the port.

The labour in the port has been intensively used and a high level of employment has been achieved, reaching an average of 311 working days per year per port worker.

Finally we cannot finish without mention of the interest with which the reopening of the Suez canal is viewed, as this will certainly increase the traffic in the port.

INDIVIDUAL INSTALLATIONS

As has been noted in a previous section, three concessions have come into operation in the zone of inflammable materials of the "Sur del Contradique" with a great area for the unloading and loading of these materials, which has meant a decongestion of the existing services on the counterdike mole.

The second of the grain silos has been completed and has come into operation, complementing the existing one on the counterdike mole, and bringing the total capacity up to figure of 65,000 tons.

Authorisation has been given for the construction of a specialised installation for the handling of clinker and cement in bulk, for the Counterdike mole.

Two large installations for the storage of general merchandise are going to be constructed in the southern zone of the port.

At the same time a maritime service has come into operation for the transshipment services that link our port with that of Genoa and Palma de Mallorca.

ECONOMIC MOVEMENT

The total invoicing for the year reached 725,188,009 pesetas, of which 412,977,526 pesetas came from the provision of general services, 228,081,832 pesetas from the provision of specific services, 81,498,476 pesetas from concessions, and the remaining 2,630,175 from miscellaneous items. State subsidies for construction works ran at 231,000,000 pesetas.

Port authorities to meet in Perth

Melbourne, 11th October (The Association of Australian Port and Marine Authorities):—More than 100 representatives of port and marine authorities throughout Australia will meet in Perth on Monday, 21st October, 1974, for discussions lasting a week on all aspects of port and marine administration.

The occasion will be the 24th Biennial Conference of the Association of Australian Port and Marine Authorities.

In commenting on the Conference, the President of the Association, Mr. W.H. Brotherson, who is also President of the Maritime Services Board of N.S.W. said "more than 30 items are included on the agenda for the Conference covering a wide range of topics".

He said "marine matters covered by the agenda include consideration of safety standards for pleasure boats and the acceptance Australia wide of licenses and registrations issued by the individual States".

"An important matter for discussion relates to the uniform survey and manning requirements for commercial vessels—a subject with Australia wide ramifications", Mr. Brotherson said.

So far as port administration is concerned, Mr. Brotherson said "items on the agenda include the handling of dangerous goods in ports, industrial relations on the waterfront and matters relating to the turn-round of shipping in ports".

The first interstate meeting of capital city port authorities took place in Melbourne in November, 1916, and, apart from the depression and war years, Conferences have been held regularly at two yearly intervals ever since.

Conferences are held by rotation in the six States and, between Conferences, the affairs of the Association are administered by a Council which meets regularly, usually, two or three times a year.

Increased trade at New South Wales ports

Sydney, 26th August (The Maritime Services Board of N.S.W.):—The total trade handled through the New South Wales ports in the financial year ended 30th June, 1974, was more than 5.5 million tonnes higher than for the previous financial year representing a new record for the State.

This was stated in Sydney to-day by Mr. W.H. Brotherson, President of the Maritime Services Board, when releasing trade statistics for the Ports of New South Wales for the financial year of 1973/74.

Mr. Brotherson said "each of the four major ports—Sydney, Newcastle, Botany Bay and Port Kembla—as well as three of the five small trading ports of the State, had higher totals than last year".

Port of Sydney

The total trade of the Port of Sydney reached 18,840,000 tonnes compared with 17,389,000 tonnes in 1972/73.

Mr. Brotherson said "imports of bulk oil and exports of coal and wheat have contributed in no small measure to the high level of trade but the most spectacular increase has been in relation to imports from overseas of items of

general cargo."

He said "overseas imports of consumer goods amounted to 4.6 million tonnes during 1973/74 compared with 3.5 million tonnes in the previous financial year, the increase of more than 31% being a direct reflection of the current economic boom being experienced in Australia".

He pointed out that, "contrasting with the flood of imports, exports of general cargo to overseas destinations fell by almost 400,000 tonnes during the 1973/74 financial year".

Mr. Brotherson said "a feature of the year's trade was the increased use of containers. Approximately 4,156,000 tonnes of cargo passed through the Port during the year in almost 244,000 containers".

"This compared with 2,973,000 tonnes of cargo and 166,000 container movements in the previous financial year", he said.

Port of Newcastle

The total trade of the Port of Newcastle reached a new record level of 16,203,000 tonnes compared with 13,686,000 tonnes in the 1972/73 financial year and exceeded the previous record year of 1969/70 by more than 530,000 tonnes.

"With a bulk port such as Newcastle", Mr. Brotherson said "it can be expected that the tonnages of the major items of trade handled will vary in accordance with the demands of the industries served by the Port, particularly in relation to imports, but a pleasing feature of the trade for 1973/74 was the resurgence in the demand overseas for Newcastle coal".

He said "a major factor contributing to the record level of trade was the increase of almost 1,607,000 tonnes to 7,204,000 tonnes in coal exported overseas but shipments of coal to interstate and intrastate ports also increased by 244,000 tonnes and 69,000 tonnes respectively".

Port Kembla

Mr. Brotherson said that "despite a substantial decline in the tonnages of raw materials imported for use by the steel industry, there was a marginal increase in the total trade handled at Port Kembla during the 1973/74 financial year to establish a new record for the port".

He said "the total trade for 1972/73 was 14,010,000 tonnes whilst the trade handled in 1973/74 amounted to 14,108,000 tonnes".

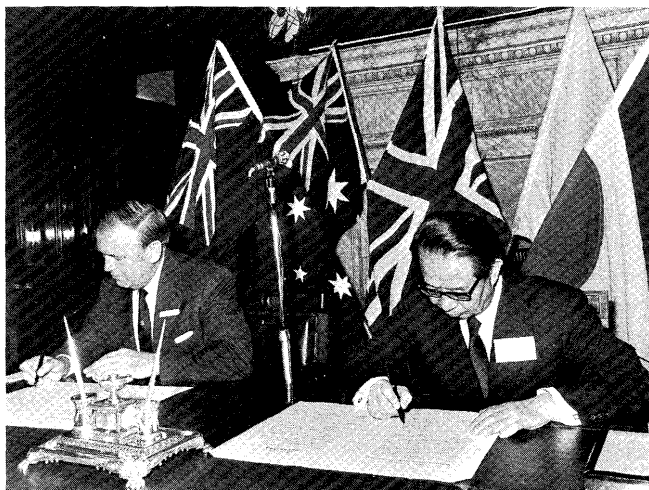
"Exports to interstate destinations of iron and steel products rose to 935,000 tonnes in 1973/74 compared with 612,000 tonnes during the previous financial year, and overseas exports of coal increased by 140,000 tonnes to record 3,295,000 tonnes in 1973/74", Mr. Brotherson said.

Botany Bay

Commenting on the trade figures for Botany Bay, Mr. Brotherson said "the only cargoes handled at Botany Bay are bulk oil products and chemicals but despite considerable industrial trouble in the oil industry during the 1973/74 financial year affecting the movements of shipping, the trade of the port increased from 8,017,000 tonnes to 9,239,000 tonnes to establish a new record for the Port".

(Continued on Next Page Bottom)

Osaka and Melbourne sign sister port agreement in Australia



The signing of the sister port agreement between Osaka and Melbourne in the Port Authority building, Melbourne. Mr. Arthur S. Mayne (left), Chairman of the Melbourne Harbor Trust Commissioners signs for the port of Melbourne and Mr. Shinzaburo Fukuyama (right) signs for the port of Osaka.

An agreement for a "sister port" relationship between the ports of Osaka, one of Japan's largest container ports and main terminal for the Japan/Australia trade route, and Melbourne, Australia's largest overseas general cargo port was signed in Melbourne on October 9, 1974. (A goodwill telex message from Dr. H. Sato, IAPH Secretary General, Tokyo, was read out during the ceremony.) The agreement aims to promote trade, communication and cooperation between the two ports. It was signed for the port of Osaka by the Deputy Mayor of Osaka, Mr. Shinzaburo Fukuyama and for the port of Melbourne by Mr. Arthur S. Mayne, Chairman of Commissioners of the Melbourne Harbor Trust. The Vice President of the Osaka City Council, Mr. Michio Kobayashi, the General Manager of Osaka's Port and Harbor Bureau, Mr. Osamu Takamura and Mr. Yuzo Iseki of the Mayor's office accompanied Mr. Fukuyama to Melbourne to take part in the declaration of the agreement and to study port facilities. They made contact extensively with Japanese shipping and business representatives and had

Outports

Of the five remaining ports of the State still used by trading vessels, three recorded increases in trade.

Mr. Brotherson said that "in the case of Twofold Bay on the far south coast of the State where a substantial trade has developed in the export of wood chips to Japan, the increase of 213,395 tonnes to 1,012,000 tonnes was quite dramatic."

The combined trade of the five outports increased from 1,028,000 tonnes in 1972/73 to 1,264,000 tonnes in 1973/74.



Members of the Osaka goodwill delegation called on the Lord Mayor of Melbourne and presented a gold medallion of the port as a memento of their visit. From left are Mr. Yuzo Iseki, Mr. Michio Kobayashi, Mr. Shinzaburo Fukuyama, shaking hands with the Lord Mayor of Melbourne, Councillor Ronald Walker, Mr. Osamu Takamura and Mr. Arthur S. Mayne, Chairman of Commissioners of the Melbourne Harbor Trust.

discussions with the Premier of Victoria and the Lord Mayor of Melbourne during their visit.

Joint Declaration on Melbourne-Osaka Sister Port Affiliation

WHEREAS, the Port of Melbourne and the Port of Osaka have contributed to the development of international trade through port activities for the past one hundred years.

WHEREAS, the Port of Melbourne and the Port of Osaka have been directly connected through the regular containership service since August nineteen hundred and sixty nine and thus have been playing a vital role in promoting trade and friendship between Australia and Japan.

THEREFORE, the joint declaration be made to consummate the affiliation of the Port of Melbourne and the Port of Osaka in order to enhance the existing friendly relations and further contribute to the prosperity of both ports.

IN WITNESS THEREOF, we have hereto set hands on the ninth day, October nineteen hundred and seventy four, taking the felicitous occasion of the visit of the Osaka Port Goodwill Delegation to the Port of Melbourne.

For the Port of Melbourne For the Port of Osaka

A.S. Mayne
Chairman
Melbourne Harbor Trust
Commissioners

Shinzaburo Fukuyama
Deputy Mayor
City of Osaka

**Address by
Mr. A. S. Mayne
Chairman, The Melbourne Harbor
Trust Commissioners**

Gentlemen –

Last July I was the guest of the City of Osaka when I attended the opening of their New Bay Bridge. At that time discussions were held on the feasibility of establishing a sister-port relationship between the Ports of Osaka and Melbourne. This type of agreement is not uncommon with large Japanese, American and European ports where the respective ports are compatible in certain ways.

Whilst in Japan, and on behalf of the Commissioners of the Melbourne Harbor Trust, I invited a delegation from Osaka to Melbourne to finalise the necessary arrangements.

The City of Osaka is responsible for the Port of Osaka and is the second largest city in Japan having a metropolitan population of over 6 million people. Last year the port handled a total of 75 million tonnes.

I believe that approximately 50% of the general cargo shipped to and from Japan is handled through the Port of Melbourne and at least one million tonnes of general cargo with a value of approximately \$700 million would be exchanged annually between the two ports. The main exports from Osaka include metals and machinery, textiles, paper products, chemicals, electronics, whilst we ship meat, wool, dairy produce, hides and skins etc. Both ports believe there are many advantages of such a relationship particularly in the form of direct communication and exchange of information in a changing world of shipping, the fostering and influence of additional trade between the two ports, and in the field of public relations involving goodwill and friendship between our two countries and peoples. In trade and commerce, Australia needs Japan and Japan needs Australia.

Under the circumstances my Commissioners, with the backing and cooperation of the Victorian Government, consider it appropriate that the Ports of Osaka and Melbourne become sister-ports. I would like to thank the Premier and the Minister of Public Works, Mr. Dunstan, for the encouragement and help they have given this visit. Therefore on behalf of the Commissioners of the Melbourne Harbor Trust I have pleasure signing the official document of sister-port relationship between Osaka and Melbourne.

**Address by
Mr. S. Fukuyama
Deputy Mayor, City of Osaka**

Mr. Mayne, Chairman of Melbourne Harbor Trust Commissioners, Gentlemen,

We have just completed signing of the joint declaration of the sister port affiliation between the Port of Melbourne and the Port of Osaka. As the declaration clearly points out, both Ports of Melbourne and Osaka are leading international trading ports with the history of one century. Since the first Australian containership, MS Australian Enterprise called on the Port of Osaka in August 1968



Members of the Osaka goodwill delegation inspected container berths with senior executives of the Harbor Trust as part of a study of cargo handling facilities in the port of Melbourne. From left are: Mr. Yuzo Iseki; the acting chief engineer for the port, Mr. A. Stevens; Mr. Shinzaburo Fukuyama; a visiting harbor executive from New Zealand; Mr. Michio Kobayashi and Mr. Osamu Takamura. (9.10.74.)

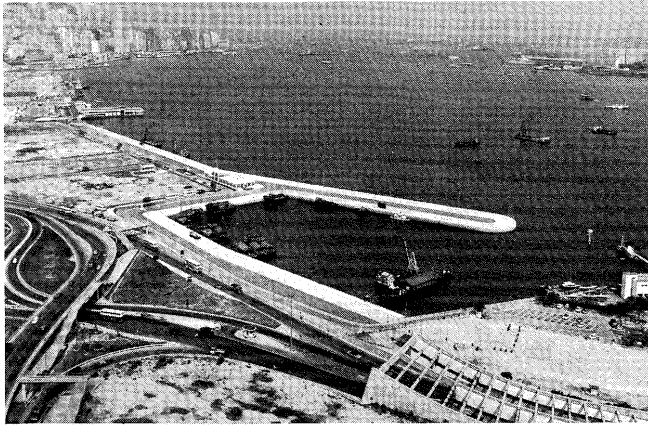
when the container pier was completed in Osaka as the first such facility in Japan, the Port of Osaka has been closely and directly tied with Australian ports as the largest base port for Australian trade in west Japan.

The amount of cargo shipped between the ports of Melbourne and Osaka increased annually and it reached 486,000 tons last year combining both export and import, and the Port of Melbourne has now become the most important partner of the Port of Osaka. Under such circumstances, mutual understanding and friendship were nurtured and the climate to affiliate the two ports as sister ports became eminent. In the meantime, Mr. Mayne visited Osaka June last year and we talked about possibility of sister port affiliation. This proposal was well supported not only by those who are connected with port and marine transportation in Melbourne but also by our Mayor, shipping companies, trade firms which are represented here and other business leaders, and we have come to sign our declaration.

On behalf of the Port of Osaka, I would like to express our most sincere appreciation to those without whose efforts and contribution this affiliation would not have been consummated. Through this affiliation, both ports joined their hands together and made a significant step forward to further development of the ports and promotion of friendship.

In closing, I wish most sincerely that this affiliation will not be contained within the realm of port activities but will further contribute to promotion of friendship and goodwill between Japan and Australia and peace of the world.

Wanchai Cargo Handling Area



Hong Kong, July 1974 (Marine Department, Hong Kong Government):—The first of a series of new cargo handling basins for lighters and small craft was opened recently at Wanchai on the Hong Kong Island eastern waterfront. This cargo basin can accommodate twenty-one 100-foot lighters and twenty-eight standard motor cargo boats at any given time. Parking space is provided for 134 lorries. Fees are charged on a time basis for the use of the facilities thus providing an incentive towards quick turn-round of both vessels and lorries.

It has been traditional in Hong Kong for lighters and small craft to work alongside public seawalls but, due to the continuing increase in trade, these have become extremely congested both on the seaward and landward sides. With the object of alleviating this congestion and hence improving cargo throughput, which in turn would result in more efficient use of land and sea transport, the Port Committee recommended that cargo working 'enclaves' be set up under the direct control of the Marine Department.

It is anticipated that a further four 'enclaves' will be established in the near future at Rambler Channel, Tsuen Wan, Tong Mei Road and Hoi Bun Road.

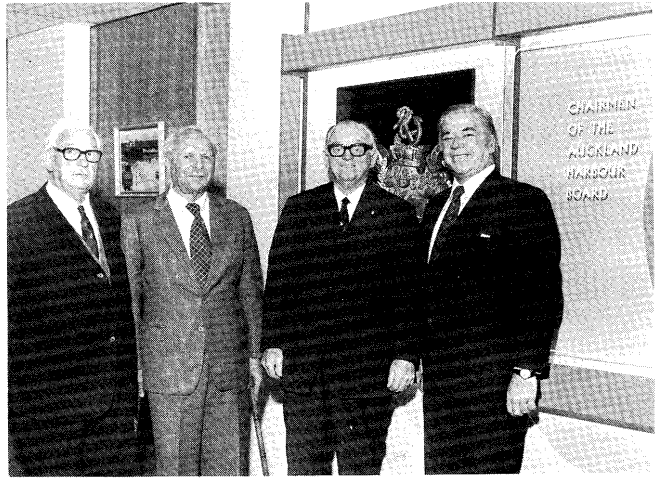
Changes on Auckland Harbour Board

Auckland, New Zealand, 25 October (Auckland Harbour Board):—The Auckland Harbour Board lost three of its internationally known members, all of them former Chairmen, when Messrs L.D. Nathan, E.W. Turner and Sir Reginald Savory, retired before the triennial local body elections held on 12 October 1974.

Mr. Nathan was first elected to the Board in November 1947 and was Chairman in 1955-57. Mr. Turner joined the Board in November 1950 and was Chairman 1959-61. Sir Reginald Savory, a Board member since July 1958, was Chairman for 10 years continuously from 1961 to 1971.

At the time of retirement Mr. Nathan was chairman of the Finance Committee, an office he held for many years. Mr. Turner was chairman of the Property Committee and Sir Reginald of the Works and Traffic Committee.

Sitting Board members returned at the October elections were Messrs R.W. Carr (elected Chairman in 1971), J.D. Dillon, R.G. Dunlop, L. Elsmore, A.R. Eyre, Captain J. Forbes, Messrs A.J. Macdonald, T.J. O'Dwyer and N.F. Sadgrove. New members elected were Messrs H.L. Julian,



Chairman of the Auckland Harbour Board, Mr. R.W. Carr (extreme right) farewelling three long-standing members, all of them former Chairmen of the Board, who retired in October 1974. From left they are: Messrs E.W. Turner, L.D. Nathan and Sir Reginald Savory. (Auckland Harbour Board)

B.J. Kirkwood, R.J. Magness, E.L. Morton, S. Pritchard and M.A. Shanahan.

Changes of electoral boundaries and numerical representation of some metropolitan areas on account of population trends made the election a difficult one for some sitting members who were again candidates.

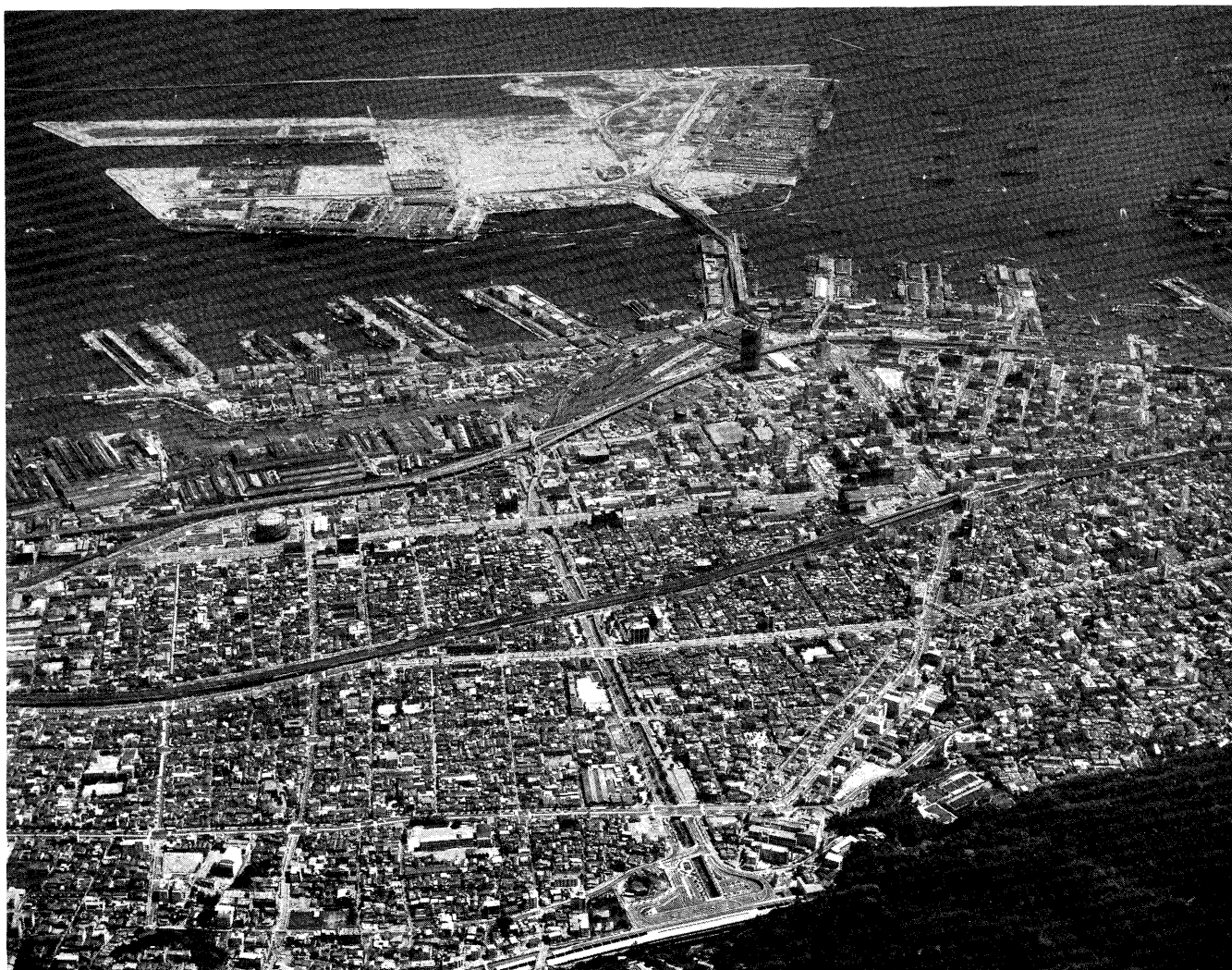
Those who lost their seats after contesting different areas were Messrs H.J. Lichtenstein, C.G. Palmer and Commodore B.E. Turner.

Osaka visitors at the Port of Auckland

Auckland, New Zealand, 25 October (Auckland Harbour Board):—A delegation from the Osaka Port and Harbor Bureau visited the Port of Auckland on 17 October when Mr. R.W. Carr, Chairman of the Auckland Harbour Board, and Mr. R.T. Lorimer, General Manager, detailed facilities



Port of Osaka visitors in offices of the Auckland Harbour Board at Auckland, New Zealand, after inspection of the Port of Auckland on 17 October 1974. From left in front of a wall picture of the Auckland port are Messrs R.W. Carr (Chairman, Auckland Harbour Board), S. Fukuyama (Deputy Mayor of Osaka), M. Kobayashi (Vice President of Osaka City Council), O. Takamura (General Manager, Port of Osaka) and R.T. Lorimer (General Manager, Auckland Harbour Board). (Auckland Harbour Board)



Kobe, October 25 (News Release from Port of Kobe Information Center):—This is a very interesting picture. The inverted Port of Kobe, so to call it. In the ordinary case, Port of Kobe is photographed from the south, with the Rokko Mountains, behind (on the north of) the urban area,

in the background. But this photo was taken, for the first time, from above the Rokko Mountains, viewing the south direction from the north. So, you will find the Port-Island far in the distance.

and development of New Zealand's largest and busiest general cargo port.

The visitors were Messrs S. Fukuyama (Deputy Mayor of Osaka), M. Kobayashi (Vice President of Osaka City Council) and O. Takamura (General Manager, Port of Osaka). They were accompanied by interpreter Mr. Y. Iseki of the Foreign Department, Osaka Mayor's Office.

Messrs P. Manser, Assistant General Manager, R. Cooper, Operations Manager, and Captain C.R. Blair, Harbourmaster, conducted the visitors on inspection by land and by Board launch from the harbour of wharves in the commercial port for conventional ships and the Fergusson Wharf container complex.

Mr. S. Funatsu, Consul for Japan in Auckland, joined Board members and officers at lunch for the Osaka visitors in the Board's suite.

Other guests included Mr. W. Wilson, Chairman, Auckland Chamber of Commerce, and Captains I. Forrest, representing Japan Line in Auckland, and N. Harris, local representative of Mitsui OSK Lines.

Birth of timber port at Nagoya

Nagoya (Nagoya Port News, 1974 No. 4):—About 350 years ago, lumber business in Nagoya flourished on the upper reaches of the Horikawa Canal, where it was engaged to help construct the original Nagoya Castle. Years later, in 1907, when Port of Nagoya opened, the lumbering moved downstream along the banks of the Horikawa as the town district developed. After World War II, timber imports quickly picked up as the plywood industry mushroomed, and Nagoya became one of the ranking timber-handling ports in Japan behind those of Tokyo and Osaka.

The timber storage facilities at Nagoya, however, though reputed to be the nation's best, could not cope with the tremendous timber volume coming in. Part of it had to be consigned to rivers or kept in port waters. It was to meet this situation that the Nagoya Port Authority planned to enlarge timber facilities then under construction in the South Seafront Industrial Zone, but the Great Ise Bay Typhoon of 1959 visited disaster on the port and the bitter

lessons were not to be in vain. With the decision to earmark the South Zone for iron and steel, a Timber Port and complex were slated for construction in the West Seafront Industrial Zone as one part of plans to improve the entire port and harbor and to renovate the Nagoya business district.

The huge West Timber Port was planned to embrace 6.2 million meters square (7 million, actually, if one includes sites of related industry), and both its scale and nature as an exclusive timber-handling port have made it a point of pride among those of the world. Since the Timber Port and surrounding complex form a single entity, the setup is ideal, both to process incoming lumber and to forward the wood products by way of one, overall rationalized system. When finished, the facilities are expected to handle up to 4.8 million tons of timber annually.

Port of Nagoya statistics

Nagoya (Nagoya Port News, 1974 No. 4):—Port statistics indicate that 1973 incoming and outgoing cargo tonnage totalled 83,999,711 an increase of nearly 14 million tons over 1972. Foreign cargo came to 37,418,036 tons and domestic cargo amounted to 46,581,675 tons. Exports abroad reached 10,591,822 tons, or 99.8% of the previous figure. Imports registered 26,826,214 tons, or 124% of the 1972 total. These figures suggest the "brake effect" of the growing domestic demand as well as the influence of the import/export balance policy which encouraged imports.

Oncoming and outgoing domestic cargo totals increased 8,518,654 tons over the year earlier. This figure includes 6.1 million tons of ferry cargo, reflecting the heavier use made of the long-distance ferry running between Nagoya, Shikoku, Kyushu and Hokkaido.

Container cargo also showed steady gains, amounting to 1,179,083 tons (excluding feeder portion for other ports), or 113% in relation to the 1972 total. The great use of the Nagoya Container Berth ever since its inception is obvious.

Transport equipment topped the list of export items, followed by iron & steel and ceramics. Destinations were chiefly the U.S.A., Australia, Belgium, Canada and China. Iron ore led the imports and coal was next, together with raw materials such as timber. These originated in Australia, Chile, Brazil, Canada, America, Indonesia, the Philippines and Malaysia, to name a few exporting nations.

Ships of call numbered 60,472 and gross tonnage climbed to 98,280,899, the fewer ships but greater tonnage pointing up the greater size of steamships which has sealed the fate of smaller freight vessels. Among these ships of call are included 327 full container ships weighing in for a total of 5,900,593 gross tons.

According to local estimates, the 83,999,711 tons which represents Port of Nagoya's 1973 total cargo handling volume would rank Nagoya as one of the major ports of the world.

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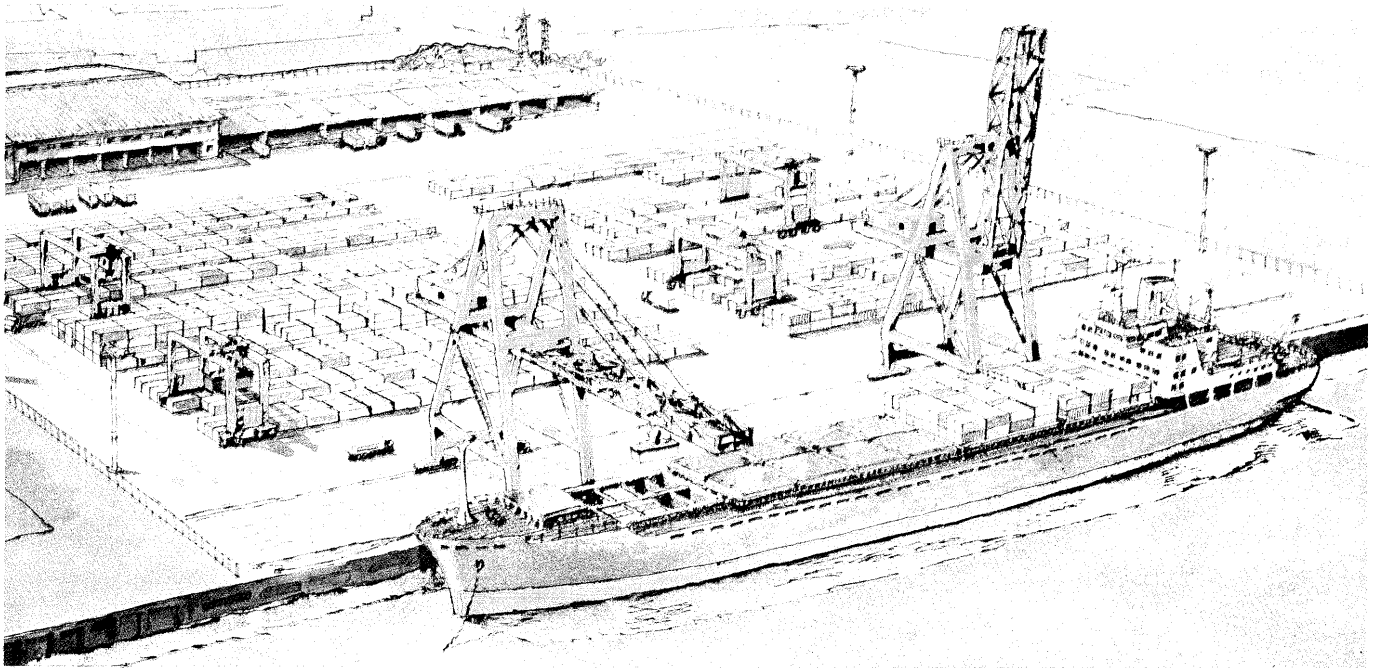
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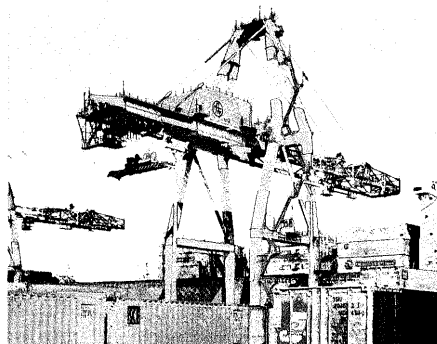
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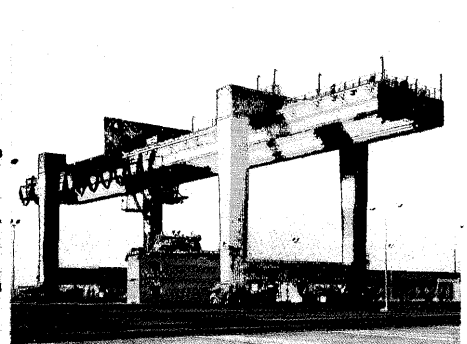
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