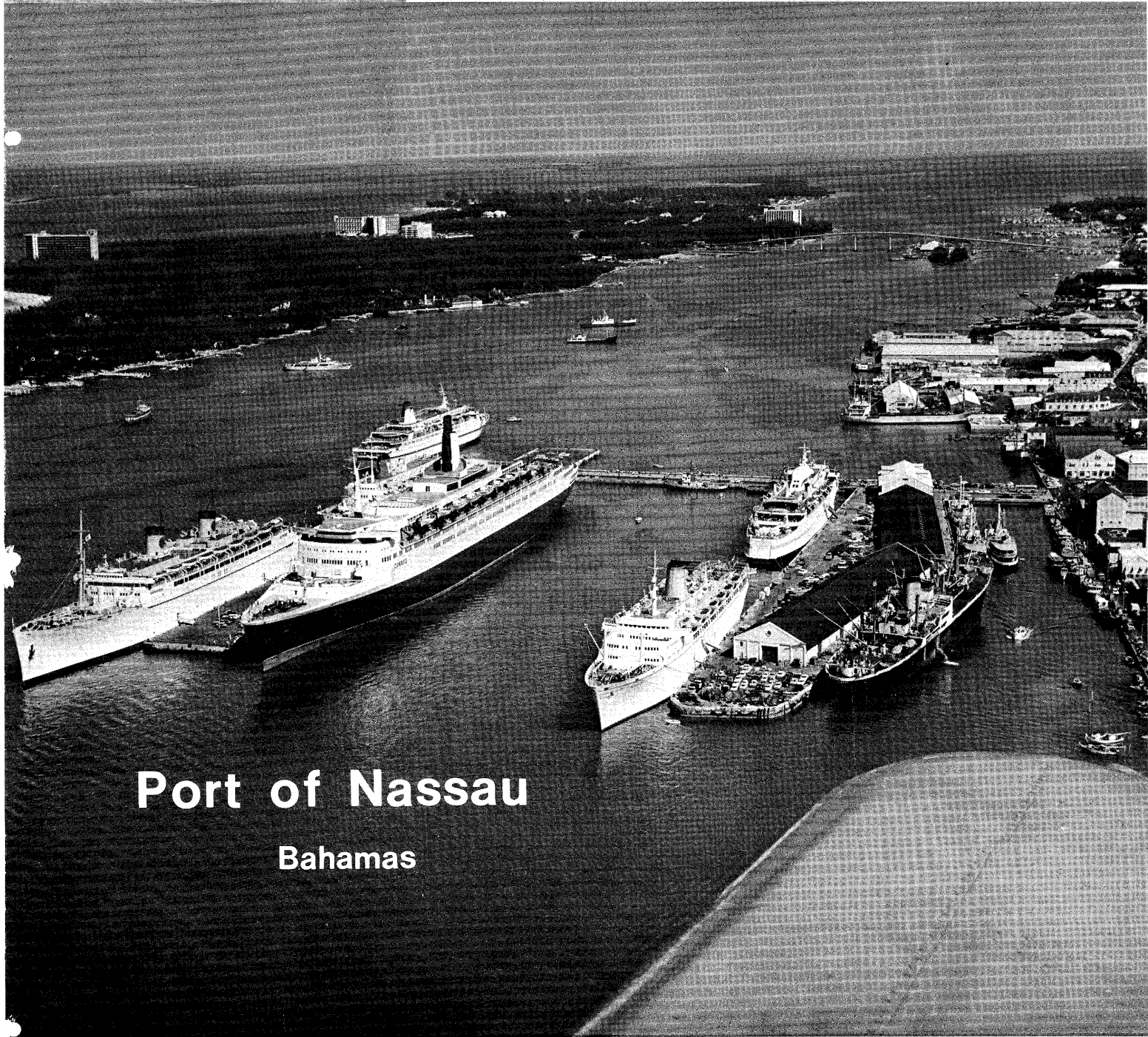


PORTS *and* HARBORS

July, 1974

Vol. 19, No. 7



Port of Nassau

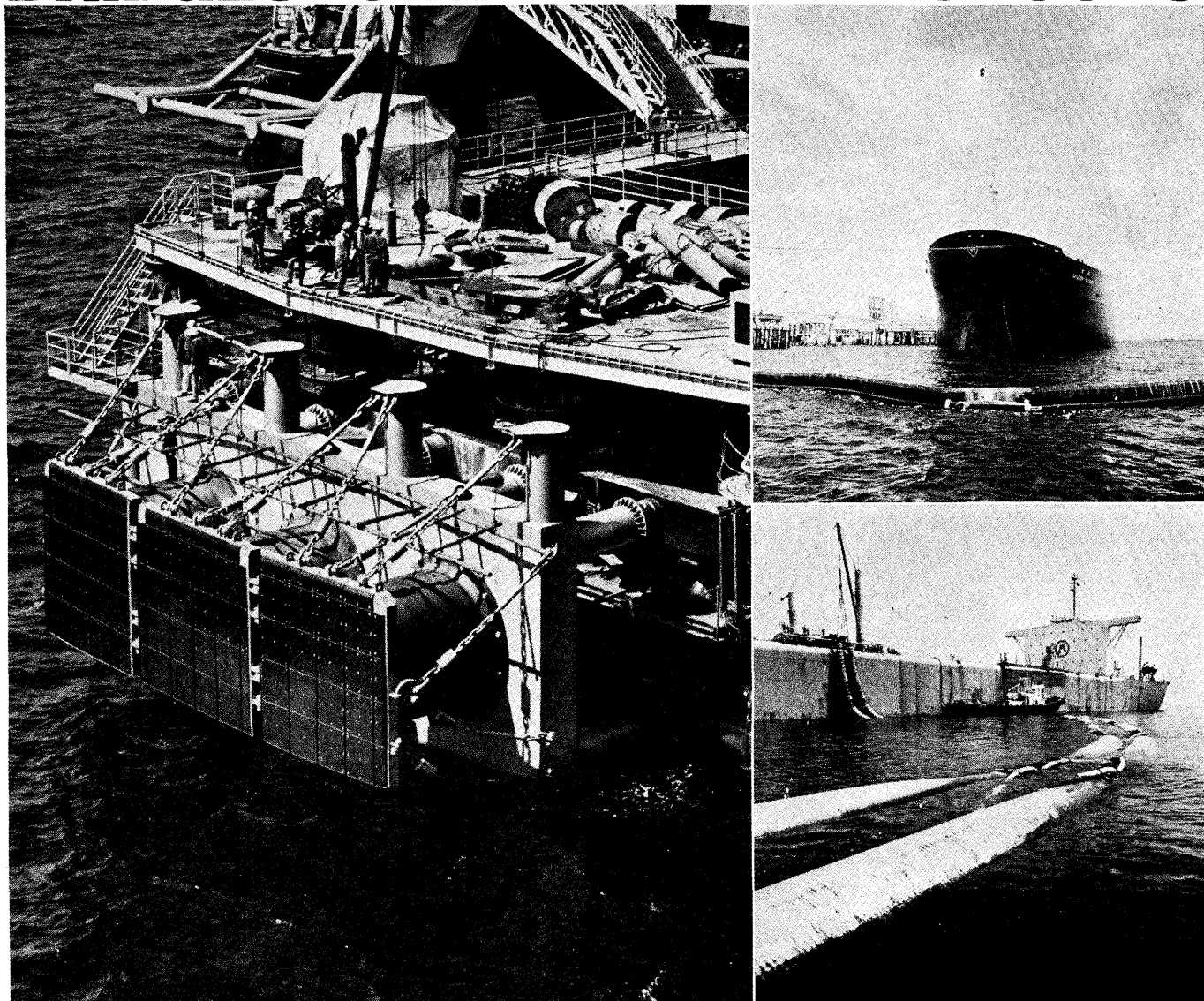
Bahamas

IAPH Conference Singapore March 1975

The Publisher : The International Association of Ports and Harbors

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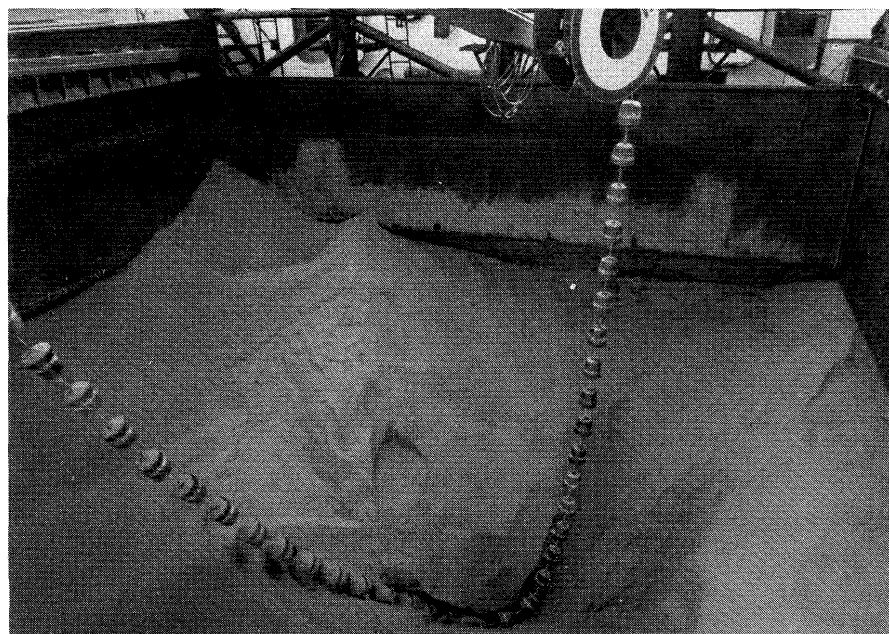
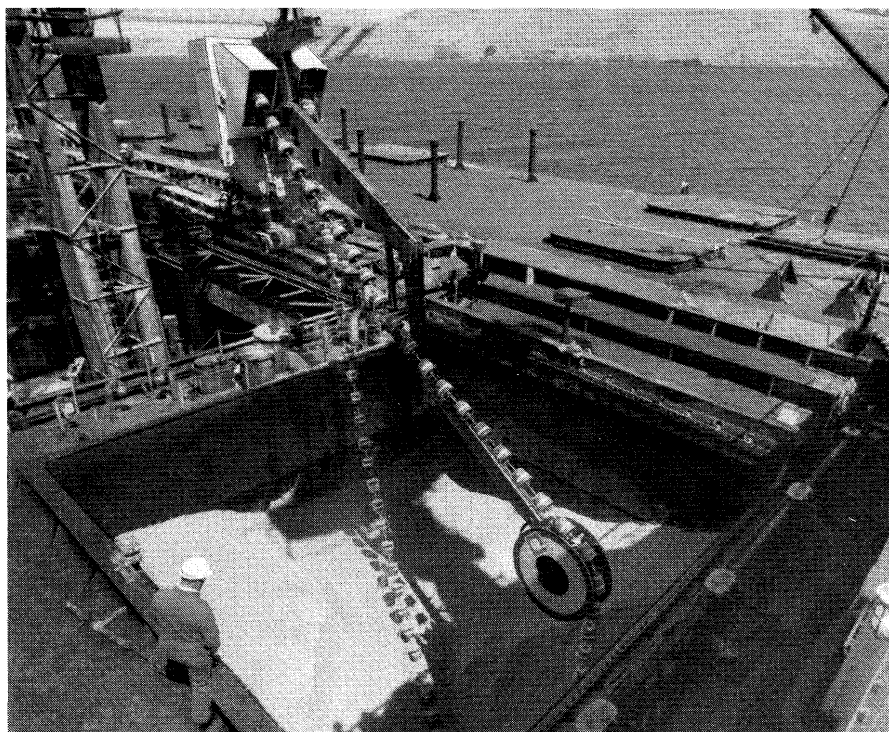
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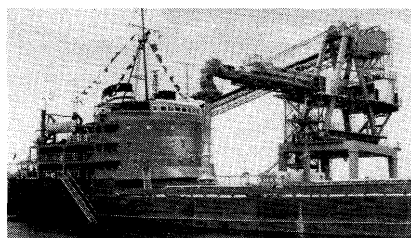
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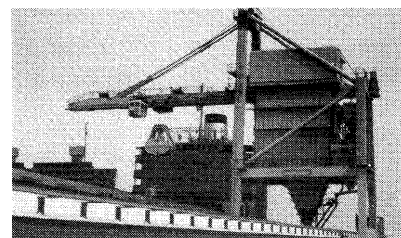
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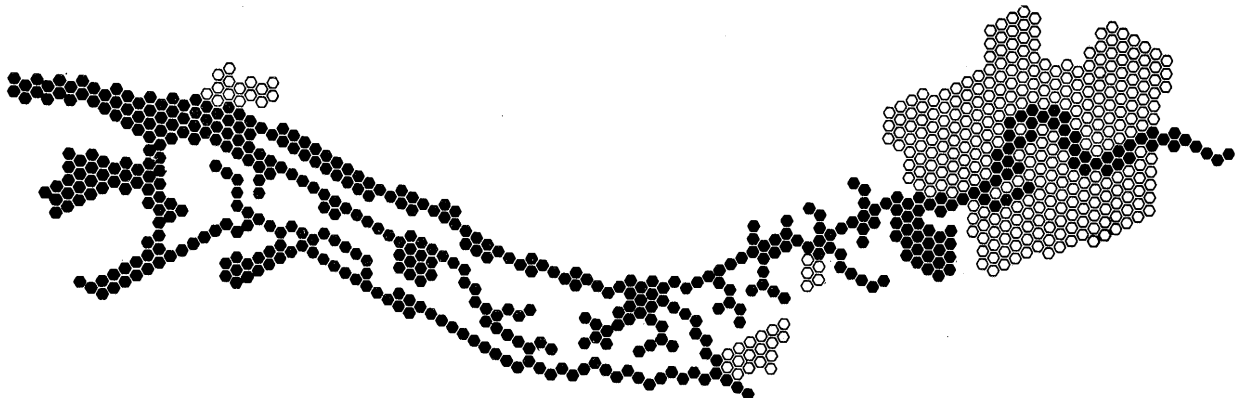
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Tel. (010) 84 91 33

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General Manager, Port of Antwerp

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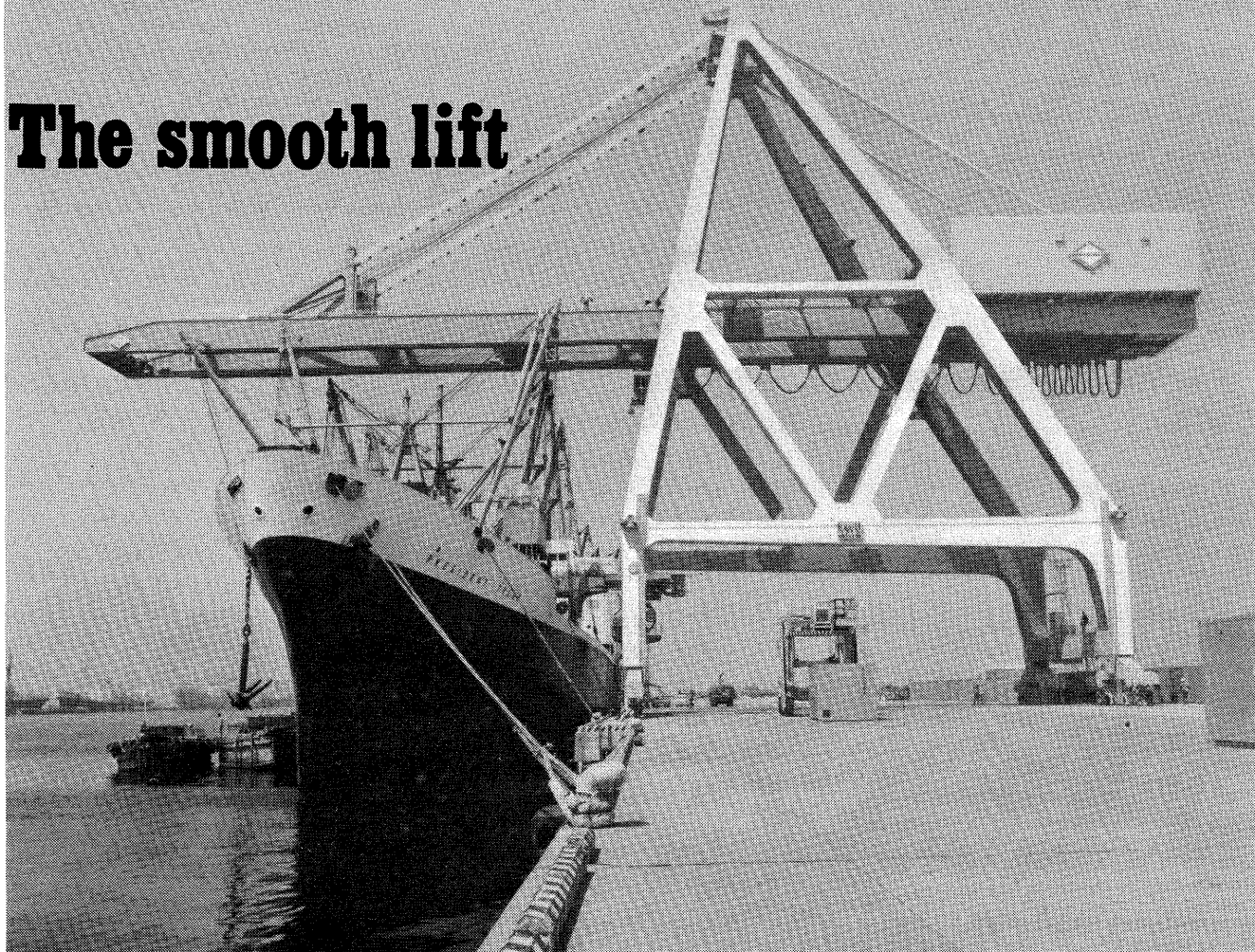
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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7~22

President's Report on Executive Committee Meeting

Auckland, New Zealand (Continued)

Under the authorization and instructions of President Vleugels, we are pleased to publish here the full text of the report on the proceedings and decision of the recent Executive Committee meeting at Auckland, which was prepared by President himself.

This report is accompanied by Annex 2 - "Report concerning "Message to the Directors of IAPH", and Annex 3 - "Report on Removal of Wrecks" - Draft of international convention stated by IMCO observations on behalf of IAPH.

The same had been dispatched from the President to all Directors and officials concerned on May 22, 1974.

The introduction to the report above and the Annex 1 - the resolution to the late Gaku Matsumoto are omitted, as they were already published in the June issue. (K.Y.)

I. FINANCIAL AFFAIRS

1. Dr H. Sato introduced the **Secretary General's Report** on
 - a) the interim settlement of account for 1973 and
 - b) the prospect for the future (1974-1977) (38 pages)
- a) As to the account for 1973, expressed in U.S. dollar (\$ 1 = 289.019, average rate in 1973) the results are as follows.

Expenses	\$ U.S.
A. Personel expense	14.782
B. Non-personel expense	52.642
C. Transfer to Foundation	107.765
Total	175.189

Revenue	
1. Amount brought from last account	20.804
2. Revenue from membership dues, interest, advertisement, fees, miscellaneous	154.385
Total	175.189



Mr. Robert L. M. Vleugels

Next to the general account of the Association IAPH has available a separate fund for "Special port development technical assistance".

That account, as of December 31, 1973, in U.S. dollar shows the following results.

Assets	\$ U.S.
1. Cash	11,881.00
2. Credit	1,490.20
3. Stocks of books	4,876.00
Total	18,247.20

Liabilities	
1. Fund	12,765.00
2. Revenues	5,482.00
	18,247.20

The accounting records of IAPH have been controlled by the Chuo Audit Corporation, certified public accountant (Tokyo). The certificate mentions "the statement of financial condition as of December 31, 1973 presents fairly the results of transactions of the International Association of Ports and Harbors during the said period".

The report of the Secretary General on this subject is unanimously approved by the Executive Committee by a Motion of Approval moved by the President and seconded by Mr. Y.M. Raja Azam.

b) The prospects concerning the financial situation of IAPH in the period 1974-1978 as clearly explained in the report referred to can be summarized as follows (in U.S. dollar at rate \$ 1 = 280.00).

Expense	1974	1975	1976	1977	1978
From previous account	—	—	—	40,875	166,207
From the year	286,025	344,846	341,636	433,289	430,121
Total	286,025	344,846	341,636	474,164	596,328

Revenue	1974	1975	1976	1977	1978
From previous account	68,839	60,978	3,232	—	—
From the year	278,164	287,100	297,529	307,957	316,318
Total	347,003	348,078	300,761	307,957	316,318
Loss	—	—	40,875	166,207	280,010
Profit	60,978	3,232	—	—	—

From this calculation based on simulated formula's it clearly appears that our Association will be faced very soon (from 1976 on) with serious red figures.

2. Pursuant to Resolution N° 3 of the 8th Conference in Amsterdam which stipulated the intention of the Association to become self-supporting at the earliest practicable time, the **Ways and Means Committee** has conducted adequate deliberations in the meantime. The Chairman of this Committee Mr. B.J. Caughlin, General Manager, Port of Los Angeles (U.S.A.) having achieved an extensive part of the preparatory work, after he retired early in January 1974, was succeeded as chairman by Mr. Thomas J. Thorley, General Manager, Port of Long Beach (U.S.A.) following his nomination by the President.

As a conclusion of the Ways & Means Committee meeting at Auckland (March 25th and 26th) he introduced recommendations with respect to a new membership dues structure and items related to it. The Executive Committee approved that report.

With a view to the decision to be voted upon the Board of Directors on occasion of, or prior to the 9th Conference in Singapore (March 1975) the Ways & Means Committee was charged by unanimous vote of the Executive Directors to continue its procedures, investigation and study in order to finalize adequate proposals on the dues structure and their financial results. (Moved by the President, seconded by Mr. Thomas T. Soules).

The financial situation of IAPH is very much determined by

- 1) The growing tasks to be fulfilled by the Secretary General and his able staff
- 2) The cost created by these functions, anyhow influenced by monetary inflatory factors.

The Secretariat General would appreciate a visit in the Tokyo's office of the Chairman and the members of the Ways & Means Committee enabling them to have a proper insight in the tasks and responsibilities of the Head Office.

That suggestion was supported by the President. He further emphasized that the Secretariat General of IAPH had achieved and continued to achieve an essential and a most important task in behalf of the Association. He added that he himself experienced that between June 1st 1973 and March 1st 1974 he had received 440 pieces of correspondence and that he sent out 549 letters and

telexes. As a matter of fact the Head Office has to deal with a lot more of correspondence.

The Executive Committee agreed upon the investigation and study visit of the Chairman and the members of the Ways & Means Committee to the Head Office of IAPH.

II. GENERAL AFFAIRS

Mr. Katsuya Yokoyama, Deputy Secretary General, introduced the report on General affairs referring to the following subjects.

a) Membership

The Association as of December 31st, 1973 is composed of 332 members from 61 countries.

The classification of the membership is

- Honorary members	10
- Founder honorary members	13
- Regular members	183
- Associate members	101
- Life supporting members	12
- Members whose classification are unsettled yet	9
Total	328

b) Membership Units increase

Compared to the situation of December 31, 1972 the increase of membership units (units as expressed by the dues paid) included:

- for regular members	25 units
- for associate members	8 units
Total	33 units

c) Membership Directory

The "Membership Directory 1974" was published and distributed to all members on December 10th, 1973.

The insertions not only are an excellent publicity to the subscribers but also constitute a necessary support to the publication as such of this most useful book.

It might be stressed that from the total income from insertions (38 pages in total) 50.6% was subscribed by Japanese members, 18% by members of the U.S.A. and that the remaining 31.3% were divided among members of respectively nine countries.

d) Proceedings following the 8th Conference (Amsterdam-Rotterdam 1973)

Due to technical failures in the recording of the deliberations during the sessions of the conference some parts of it cannot be reproduced.

It should be noted however that some of the papers presented on that occasion were already published in "Ports and Harbors".

In order to serve the membership as perfectly as possible (ref. sect. 35 of the By-Laws) the President after consultation of the Secretary General some months ago decided to compile the proceedings of the Conference in the following way:

- 1) Replace the missing parts by the available papers as much as possible.
- 2) Ask the chairmen of the panels and of special committees to present supplementary written in-

formation for incorporation of the proceedings.

Anyhow, the Secretary General could report that the publication of the proceedings is estimated to be available toward the early part of June 1974.

e) "Ports and Harbors"

The Association's monthly "Ports and Harbors" has achieved considerable improvements in its publications. Topics as "IAPH Head Office Announcements" (beginning from October 1973), reports on activities of U.N., I.M.C.O., UNCTAD related to subjects being of direct concern to IAPH were published together with reports of delegates of our Association who attended the meetings related to.

The Executive Committee expressed its appreciation for such improvements.

The Secretary's Report suggested in this respect that the quality of the magazine would still be improved if the consecutive issues could carry original articles introduced by the membership on problems of general or maybe of individual concern.

The members of IAPH should much more than in the past take advantage of our magazine by publishing their views and opinions on problems of port administration, management and operation.

f) Nagorski Book

This book "Port Problems in Developing Countries" was edited in December 1972 by IAPH.

Next to the Head Office in Tokyo also the port authorities of Houston, Le Havre, London, New York and New Jersey and Oakland act as sales centers.

Several hundreds of copies are still available.

An edition in the Japanese language has come out (September 1973).

The Secretary General would appreciate cooperation and support from the membership in promoting the distribution of this most instructive book.

The Executive Committee unanimously approved this part of the Secretary General's report.

On the relationship with U.N. and other international organizations

IAPH has made considerable progress in creating closer ties with international organizations emanating from the United Nations dealing with matters of direct concern to ports.

Several members of our Association as well as delegates of the Secretariat General have made efforts to report on the sessions of these organizations which were of interest to the membership. These reports were published regularly and as soon as possible in "Ports and Harbors".

The Executive Committee unanimously agreed upon a motion of thanks to all those who permanently or on particular occasions acted as delegates of IAPH and requests the Secretary General to send an appropriate letter to the persons mentioned.

- Mr. A.J. Smith, Secretary of the British Ports Association, Liaison Officer with I.M.C.O. (London)

- Mr. A. Pages, Ingénieur Général, Bureau of Ports and Harbors, Ministry of Equipment, France

- Mr. J. Lunch, Director-General, the Port of London Authority, Liaison Officer with UNCTAD, Geneva, and his delegate Mr. Reece.

- Mr. A.J. Tozzoli, Director of Marine Terminals, the Port Authority of New York and New Jersey, Liaison

Officer with ECOSOC.

- Mr. R. Boeuf, General Manager, Port of Dunkirk, who acted as IAPH delegate at the 23rd Congress of PIANC held in Ottawa (July 9th-18th 1973).

He also was the IAPH delegate at the first meeting in Paris (Nov. 26th 1973) of representatives of PIANC/IALA (International Association of Lighthouse Authorities) and IAPH dealing with the subject of "port-signals". (he was accompanied by his engineer Mr. Monadier).

A next meeting is scheduled in May 1974 in Brussels.

- Mr. Vincent Lai, Asst. Director of the Port of Singapore Authority, thanks to the good offices of Mr. Howe Yoon Chong, Chairman of the said Authority, could report on the 10th Session of the Water Transport Sub-Committee of ECAFE, held in Bangkok (Oct. 31st - Nov. 7th 1973).

- Mr. P.C. Bakilana, Secretary and Legal Officer of the East African Harbours Corporation, thanks to the good offices of Mr. P.K. Kinyanjui, was enabled to attend as IAPH observer the "Second Session of the Governing Council of the U.N. Environment Programme" of the ECOSOC, held at Nairobi (March 11th -21st 1974)

In connection with the relations of IAPH with the above mentioned organizations and possibly other ones some problems were brought forward which were subject to the deliberation of the Executive Committee, summarized as follows.

a) The delegates of IAPH are not reimbursed for travel expenses. Indeed the present financial situation does not allow to do so.

The President and the Secretariat General regularly have to call upon the free cooperation of members to act as delegate of the Association.

b) The delegates however, unless they have resolutions or motions of IAPH at hand (e.g. resolutions 7 and 8), can only act as observers who report to the President and the Secretary General with a view to publication in "Ports and Harbors".

c) If such resolutions or motions can be voted on occasion of Conferences of IAPH, the only means to gather the opinion of the membership in between the Conference is to send questionnaires or inquiries to the members of the Board of Directors of the Association.

Direct correspondence with the Directors of the Association was considered to be more advisable than publication of inquiries in "Ports and Harbors", all depending on the case however.

It would be a considerable advantage if all Directors when the case occurs would send in their replies and answers as soon as possible.

d) It was stated that the Directors assume a most decisive role in the Association and that they have the responsible task to secure the liaison between the ports they represent on the one hand and the President, the Executive Committee and the Secretariat General on the other with respect to the common interests of the membership of the Association.

III. SPECIAL COMMITTEES

The Secretary General's report, followed by deliberations of the Executive Committee

- **Committee on International Port Development**

(Chairman Mr. J. Lunch, Director-General, the Port of London Authority)

A survey on training facilities in ports for all levels of responsibilities is conducted via circulation of a questionnaire among the membership.

A report on the proceedings was published in "Ports and Harbors" (March 1974).

The chairman of the Special Committee introduces a report on the activities during 1973.

- **Committee on Large Ships**

(Chairman Mr. P. Bastard, General Manager, Port Autonome du Havre).

This Committee, without changing its name, shall concentrate its activity on all problems, from a port's point of view, related to large ships, including LNG (Liquefied Natural Gas Carriers) and comparable vessels. The report on the meeting at Le Havre (March 14th and 15th 1974) shall be published in one of the next issues of "Ports and Harbors".

The Executive Committee received a preliminary report from the chairman.

- **Committee on Containerization and Barge Carriers**

(Chairman Mr. Ben E. Nutter, Executive Director, Port of Oakland).

This Committee in the meantime met at Sydney, April 1st and 2nd. A report of the deliberations will be published in the Association's magazine.

The chairman, supported by the advice of the Executive Committee, announced that next to other specific topics he would also include in the scope of this Committee the date concerning transport by and port facilities for Ro/Ro vessels.

- **Committee on Legal Protection of Navigable Waterways**

(Chairman Mr. A. Pages, Ingenieur Général, Bureau of Ports and Harbors, Ministry of Equipment, Paris).

At the 8th Conference in Amsterdam IAPH adopted a resolution (quoted as N° 8) relating to Legal Protection of Navigable Waterways.

That resolution was introduced to IMCO and taken into consideration by this organization in the frame of its deliberations concerning "wreck removal" and "revision of the 1957 shipowner's Liability Convention" (Brussels).

Both Mr. A. Pages and Mr. A.J. Smith (mentioned above) as delegates of IAPH have made considerable efforts in following up these very important matters. Reference should be made to reports already published in the Association's magazine (e.g. March 1974).

On the other hand Resolution N° 7 of IAPH adopted at the same Conference at Amsterdam relating to water pollution in port areas (mainly concerning sewage from ships) was a subject of deliberation of the Maritime Safety Committee of IMCO at its 28th session held in London (Sept. 17th-21st, 1973) which further decided to bring it to the attention of the International Conference on Marine Pollution which convened

October 8th to November 2nd 1973, in London (ref. - Ports and Harbors, March 1974).

On occasion of its meeting the Executive Committee received the Report on behalf of the Special Committee on Legal Protection of Navigable Waterways (dated February 1974) as well as a Draft of Resolution entitled "Observations on behalf of IAPH" both concerning the problems of Wreck Removal and the Shipowner's Liability Convention.

After careful deliberation the Committee agreed upon the following matter.

In view of the proceedings of IMCO and considering the fact that before the Singapore Conference of IAPH an advice of our Association should be known to IMCO the above mentioned "Observations on behalf of IAPH" should be transmitted to the Directors of the Association for possible approval.

If approved the text of these "observations" (in annex) would then be sent to IMCO.

Constitution and By-Laws Special Review Committee

(Acting chairman: W.H. Brotherson, President of the Maritime Services Board of New South Wales)

This Special Review Committee set up by decision at the 8th Conference at Amsterdam was chaired by late Mr. Lyle King who already launched some initiatives and gathered several advices.

At Auckland Mr. W.H. Brotherson on behalf of the Committee was able to introduce valuable recommendations.

The Executive Committee decided favorably on following resolutions.

"The Executive Committee adopts the recommendations of the Special Review Committee on the Constitution and By-Laws, and requests Mr. J. Kerwin Rooney, Chairman, Legal Counselors, to prepare in draft form the necessary amendments to the By-Laws flowing from the adoption of the recommendations. It is further proposed that the amendments so prepared be reduced to writing and forwarded to the Officers, Board of Directors and Executive Committee so that such of the amendments as are acceptable to the Directors may be placed on the Agenda of the IAPH Conference to be held in Singapore in 1975, in sufficient time for them to be dealt with constitutionally".

IV. REPORT BY PRESIDENT ON THE RESULTS OF THE FOUR QUESTIONS CIRCULATED TO THE DIRECTORS OF IAPH BY LETTER OF JULY 13 1973

This enquiry was launched with the intention to get suggestions and remarks from the Directors on the task of IAPH in general and on the topics to be dealt with at the 9th Conference in Singapore.

The report has been distilled from 30 replies. (It may be read in the annexes).

It is clear that all those who are closely interested in the growth and success of our Association will benefit from the thoughts of the directors.

Those who are in charge of the preparation of the next Conference could take advantage of the suggestion which were brought forward.

V. ON THE 9TH CONFERENCE, SINGAPORE, MARCH 8TH - 15TH 1975

Mr. Howe Yoon Chong, Chairman/General Manager of the Port of Singapore Authority, introduces an impressive number of data by which he at once proved how well the organization is under control and by how far the preparatory work was already achieved.

His explanation was subdivided in five sections.

1. Tentative program
2. Registration Forms for Conference, hotel registration and Post Conference Tour
3. Budget Estimates
4. "Invitation to Conference" Brochure (Information)
5. Proposed theme and subjects for the Conference.

The Executive Committee deliberated at length particularly about the theme and subjects and came to the following conclusions:

Theme for the Conference: "Towards greater international Port co-operation."

Subjects to be dealt with by respective panels.

1. "Port Co-operation in the promotion of International Trade Transport & Shipping"
Panel-chairman: George W. Altvater (Houston U.S.A.)
2. "Co-operation towards Greater Efficiency in Port Management and the Development of Facilities"
Panel-chairman: P.K. Kinyanjui (East African Harbours Corp.)
3. "Port Co-operation in Preventing & Combating Water Pollution and Crime in Harbors"
Panel-chairman: W.H. Brotherson (N.S.W. - Australia)
4. "Port Co-operation towards Revenue Evaluation"
Panel-chairman: R. Boeuf (Dunkirk - France)

The chairmen are responsible for the choice of the members of their panels and for the coordination of the subjects which they should deal with the given heading. In this way repetition is to be avoided.

It is agreed also that in each panel members of the three regions of the Association would be represented.

During the deliberation some names have been proposed.

The outlines of the texts ought to be available to the chairmen within **one month's time** and after coordination by them to be sent to the President of the Association who shall have to coordinate the contents of the four panels.

The full texts (in English version) have to be at hand of the Conference Bureau (Port of Singapore Authority) as soon as possible but anyhow **before** the end of October 1974. In that case the P.S.A. would be enabled to print the texts and circulate them among the participants in due time before the Conference (which is the strong desire of the Executive Committee and the firm intention of the P.S.A. !)

Mr. Howe Yoon Chong proposed that the conference language would be English, but that translation in Japanese would be organized, which was approved.

The Executive Committee wanted to thank and congratulate Mr. Howe Yoon Chong, his staff and all those who supported the 9th Conference for the magnificent work they already achieved.

A successful conference is being prepared indeed.

VI. ON THE 10TH AND 11TH CONFERENCE SITES

1. Decision on the 10th Conference site in the American Region (1977)

On occasion of the 8th Conference at Amsterdam the

Port of Houston Authority had introduced the proposal that the 10th Conference would be organized in Houston, Texas.

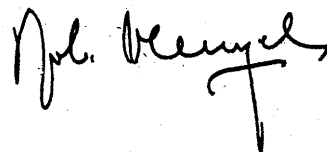
The Executive Committee now heard Mr. G.W. Altvater, Vice President of IAPH as spokesman of the P.H.A. introducing officially the candidature of this port as site of the 10th Conference. With illustrative documentation at hand he has provided detailed information about the facilities which could be made available to our Association.

The Executive Committee unanimously agreed upon the proposal to be made to the Board of Directors to accept the invitation of Houston with a view to the 10th IAPH Conference.

2. Exchange of views on the 11th Conference site in the European Region (1979)

The Executive Committee noted that three regular member ports or port organizations belonging to this region are intending to introduce an official invitation in order to host the 11th Conference.

At this stage no definite advice had to be given. Preliminary invitations shall be addressed to the Head Office of IAPH, with a view to the deliberation of the Board of Directors in its meeting at Singapore.



Robert L.M. Vleugels
President IAPH.

ANNEX 2 : Report by the President to the Executive Directors. Concerning "Message to the Directors of I.A.P.H."

1. July 13th, 1973, I wrote a letter to all directors of our Association in order to thank them for their confidence in entrusting me with the presidency. On that occasion I submitted four questions.

Q. 1. In which way I.A.P.H. could possibly be more usefull to your port organization ?

Q. 2. Which subjects should be dealt with at the 9th Conference in Singapore ?

Q. 3. How should the meetings be organized ? Panel discussions (one single at a time, or several at the same time); working sessions in smaller groups; presentation of papers in plenary session, followed by discussion etc. ?

Q. 4. Have you any other comments or suggestion ?

I received a reply from 30 correspondents, the list of which is in annex.

I tried to coordinate their remarks and comments in the following report.

It is quite remarquable that several similar ideas are brought forward by Directors from different regions of the world. Such indicates that to a relatively wide extent there is a unity of opinion among the membership.

2. In reply to question I most of the Directors drew the attention to:

2.1. The necessity of adequate **information** of the membership about the matters concerning port related facts and problems.

In that respect the magazine "PORTS AND HARBORS" could be developed "a bit more by soliciting more aggressively for both general news items and perhaps short articles or opinions of the managers and specialists within the membership on other than public relations releases about their own ports".

2.2. The question was put: How to cover the **distance between the Conferences**, which are recognized as to be most valuable.

As a group the ports via their IAPH organization ought to get more personality in the world and express their view on matters of common concern.

The activity of the committees and the liaison with the international and supranational organizations is of great importance; also the cooperation with Associations similar to IAPH.

How to enable IAPH to act in and on behalf of the common interests of its members?

What is the exact role to play by the Secretariat. Is it advisable to create sub-regional secretariats under the heading of the central secretariat and to appoint Area Port Co-ordinators?

"If regional bodies were to be established within I.A.P.H. they should concern themselves with matters of regional, as against universal concern".

- Interport cooperation and the role of I.A.P.H.
- Regional cooperation between ports.

2.3. Special attention is asked for **the ports in developing countries** and their specific problems, such as training and information of less higher level officers involved in their operations.

Assistance to be given by other ports and via IAPH is put in evidence (seminars, training, advice, etc . . .).

I.A.P.H. could assist in collecting and distributing data relating to "any aspects of the financing of port development, personal training opportunities".

It was suggested that the secretariat could assist member ports who want to get in touch with other members with respect to specific problems.

2.4. In a wider field it is conceivable for ports help assist trade missions from other countries . . . in program arrangements and all other details so necessary to improve and encourage better trade relations .

3. Question 2. - A great number of subjects were introduced with a view to the program of the 9th Conference in Singapore 1975.

I don't repeat the full redaction of titles. Many of them are pointing to the same problems, which made it easier to me to compose a summary.

3.1. Unitisation, containers, RO/RO, barge carriers.

- Experience is available now with respect to these new transport and cargo handling techniques. What are the limitations of those kinds of operations? What is the diagnostic?
- Is the container traffic going to develop further, for more commodities and in wider geographical areas? Assessment of the future.
- Were the forecasts made 5 to 10 years ago correct, or is the actual development much different from them?
- What is the influence of "landbridges" (U.S.A., Canada,

Transsiberian, etc.) upon the traffics? Intermodalism.

- What is required from ports in order to enable them to serve these different traffics? What should be the characteristics of the port terminals, connections with the hinterland, work and transport organization, etc.?

3.2. Problems relative to very large ships (tankers, crude-, dry bulk-and liquefied gas-carriers)

- Adaptation of ports to that gigantism.
- What is the tendency of the developments?
- Problems of approach, berthing, terminal facilities including seaberths.
- Movement and berthing in restricted areas. Towage techniques.
- Nautical rules, port regulations.
- Transportation of commodities e.g. gas into liquefied products: fertilizer raw materials into liquid acid (?) etc. as a part of the future development of transportation of raw materials.

3.3. Development and operation of ports

3.3.1. In general

- Evaluation, financing, depreciation of port projects
- State subsidies to ports as compared with self-financing
- Which investments (in a broad sense) should be effected by the port authority, which by state or other authorities different from the former, which by private enterprises.
- In the same relation: What costs in port infrastructure should properly be borne by a port? Which ones by other public authorities?
- Experiences in the field of port operation
- Port regulations, their aim and application
- How to reduce "time in port"
- Composition between ports and the effect it is having both within a single country and between nations.

3.3.2. Related to developing countries

- Attitude of freight conferences towards ports in general and of ports in developing countries in particular.
- Training of port workers and employees
- Information and specialization of the port's staff

3.4. Specific problems related to port operation

3.4.1. Nautical

- Application of satellite technology to the maritime industry (communication, navigation and weather routing)
- Shipping surveillance and control (with particular regard to the use of radar, television, radio telephony, V.H.F. and other aids to navigation)
- Future potential energy services in the transportation field (e.g. nuclear energy).

3.4.2. Safety, environmental care and similar problems

- Management and operation of oily water reception facilities
- Pollution problems associated with oil refineries and their resolution.
- Technology and organization to combat major oil spills in ports and at sea.
- Safety measures and hygiene in port areas.
- Organization and financing of fire fighting (viz. prevention in seaports).
- Prevention of oil pollution, crime, pilferage, loss and damage.
- Further results of Resolution N° 7 of I.A.P.H. relating to water pollution in port areas (8th Conference, Amsterdam 1973).
- Standardization of the handling of ships' waste in ports.

- Regulations about the handling of dangerous goods.
- Analysis of future transport by sea of chemicals in bulk. What is the impact on ports and how can they respond to the needs.

3.4.3. Revenues of port authorities

(Harbor dues etc.)

- Further consequences of Resolution N° 6 of I.A.P.H. relating to port charges and tonnage measurement of vessels (7th Conference, Montreal 1971).
- Set up of harbor dues: e.g. all port dues should be levied on Gross Register Tonnage. Problems arising from alternative tonnage marks (open/closed shelterdeck vessels)

Note: refer to international convention prepared by I.M.C.O (1964).

3.4.4. Trade relations and statistical data

- Simplification and standardization of documents in international trade
- Procedure requirements in the import and export shipments
- Port statistics and related data concerning traffics, tonnage, etc. should be composed on the basis of the same (standardized) rules.
- Port operational statistics and the best way to handle and to evaluate them. (applied mathematics and formulae).

3.4.5. Problems with relation to responsibility

- Legal problems about the port authority's responsibility for giving sea traffic free passage without hindrance within the port area.
- Responsibility of port authorities with respect to water depth. (dredging problems ?)

3.5. International conventions

- Liaison between seaports (viz. I.A.P.H.) and the major maritime organizations (viz. the international/supranational institutions)
- Collection of international conventions, agreements, rules and regulations relative to port related problems. Dissemination of them among port officers.

4. Question 3

As to the technique of dealing with the proposed subjects and to the way of organizing the sessions most of the directors made the following suggestions.

4.1. The conference material (papers, reports) should be distributed very well in advance of the conference.

4.2. Lengthy monologues have to be avoided.

"We can avoid the public reading of papers except for a 1-page topic summary followed by off-the-cuff remarks or extemporaneous dialogue including personal experiences, etc."

4.3. Ample time to exchange views should be reserved on occasion of the formal sessions.

One director stressed that "judging from comments, at Amsterdam/Rotterdam last year an especially valuable aspect of the Conference was the opportunity it gave for contact and discussions between these present not only at, but especially between the formal sessions".

4.4. The system of panel discussion (cfr. Amsterdam) is preferred by several directors. The Amsterdam conference technique was considered to be successful.

One director made the remark (I fully agree with it) that "it might be particularly suitable if it were possible to include between all the various panels etc. at least some representation from each of the (six) regions, namely Asia, Australia, Africa, Europe, North America and South

America".

4.5. A few directors are in favor of including smaller working sessions, but apparently want to avoid that they would be held coincidentally.

The great majority of ports indeed are not in a position which enables them to delegate more than one or possibly two officers.

"Nobody could attend two meetings at the same time".

Apparently the background of thoughts of those who suggest that the system of smaller working sessions should be taken into consideration is that "we should try to use any way to improve and activate discussions";

In order to avoid the coincidence of more than one session at a time (actually it appears to me that practically all directors are opposed to it) the following formulae were suggested.

4.5.1. During the coffee-break small group meetings could be organized.

"I believe small groups on several subjects could meet at one time, particularly if the coffee-break idea could be co-mingled with the small group meeting".

"Thus, a format of a 2-hour business session followed by a coffee break where the coffee was drunk while the conference were in mini-meetings (30 or 40 minutes) around small tables, in smaller rooms, where all could participate or join in".

4.5.2. Working sessions (panel form or not) could be organised simultaneously, provided that a condensed report on them be presented in plenary working sessions (with discussion)?

4.5.3. Another single suggestion was that on a given day of the conference two separate (semi-) plenary sessions could take place: one devoted to problems of the so-called larger ports; another dealing with problems of the so-called smaller ports.

This suggestion however does not cope with the almost general opposition against coincidental sessions.

5. **Question 4** was a rather general one, but most important because it left open all possibilities to further comments. The few answers I received in connection with this question concerned different topics. A summary can hardly be made. Therefore I repeat - in short - the most typical ones.

5.1. Changes to the structure and organization of IAPH.

- "The aim of my suggestion is two-fold: geographically to group members of the Association in such a way as to make for more balanced and effective participation in I.A.P.H. activities, and also to provide a regional structure within I.A.P.H."

- "The problems of communication and information systems among the port officers are very important. The seat of the president of the I.A.P.H. always changes, leaving only Tokyo as the Head Office. How each port officer can communicate or exchange his views; it is quite a big room to develop. I think that there should be an improvement in this connection, either on regional or subregional basis. This depends upon the languages used in each port of the world".

- "Area Port Co-ordinators should be appointed on an honorary basis, but expenses incurred in carrying out official business of I.A.P.H. would be borne by I.A.P.H."

5.2. Co-operation with other organizations.

- "... I would like to raise the question about some sort of co-operation between I.A.P.H., P.I.A.N.C. and

I.C.H.C.A. The three organizations cover partly the same interest area”.

As an example: co-operation in the consultative activity with respect to IMCO.

“... it would seem advisable to caution against duplication of effort and programs by I.A.P.H. in view of the activities of such other worldwide organizations as I.C.H.C.A., etc.”

“... I.A.P.H. and I.C.H.C.A. Conferences are of mutual interest to large numbers of delegates who attend both... it may be possible to co-ordinate the organization of these two Conferences to enable them to be held at the same venue and one to follow the other, within a day or so”.

5.3. Comments on the Association.

“... too much use is being made of the Association as an advertising medium by the commercially operated port authorities, and the magazine is too general, with many of the articles appearing having been culled from other publications which already receive wide circulation. If possible, articles should be original”.

“It is also worth to emphasize the convenience of keeping the IAPH within the pureness of the intentions expressed in the “By-Laws”, rejecting from all achievements anything which could contribute to the retirement of some, as it will infallibly result from the adoption of themes or actions with more of less hidden intentions”.

6. The redaction of this survey and summary, as correct and true as I could, was made possible only thanks to the excellent co-operation of the Directors of our Association.

I like to express to them my sincerest gratitude.

Robert L.M. Vleugels,
President IAPH.

16. 10. 1973	New Zealand	The Bay of Plenty Harbour Board
26. 10. 1973	Denmark	Port of Copenhagen Authority
31. 10. 1973	Philippines	Department of Public Works Communic. Manila, Philippines
1. 11. 1973	Aden	Port of Aden Authority
7. 11. 1973	Malaysia	Kelang Port Authority
7. 11. 1973	Poland	Zjednoczenie Portow Morskiel, Gdynia
17. 11. 1973	E.A.H.	East African Harbours
20. 11. 1973	Portugal	Administração dos Portos do Douro e Leixões (Porto)
23. 11. 1973	Sweden	Port of Gothenburg
27. 11. 1973	Thailand	Port Authority of Thailand
30. 11. 1973	Canada	National Harbours Board
30. 11. 1973	France	Port Autonome de Dunkerque
3. 12. 1973	Germany	Freie und Hansestadt Hamburg, Hafendirektion
3. 12. 1973	Pakistan	Karachi Port Trust
22. 12. 1973	Japan	Hanshin Port Development Authority
22. 12. 1973	India	Ministry of Shipping Transport, New Delhi
15. 1. 1974	U.S.A.	Port of Seattle
16. 1. 1974	Ireland	Dublin Port and Docks Board
8. 2. 1974	United Kingdom	British Transport Docks Board, London
February 1974	Japan	Tokyo Metropolitan Government, Bureau of Port and Harbor.

INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

31. 7. 1973	U.S.A.	MASSPORT, Massachusetts Port Auth.
4. 8. 1973	Hongkong	Marine Department Hongkong
8. 8. 1973	Trinidad Tobago	Port Authority of Trinidad and Tobago
13. 8. 1973	Japan	The Japanese Shipowners' Ass. (Tokyo Tanker Cy Ltd)
15. 8. 1973	Puerto Rico	Commonwealth of Puerto Rico, Ports Authority
20. 8. 1973	New Zealand	New Zealand Ports Authority
25. 8. 1973	Singapore	Port of Singapore Authority
31. 8. 1973	El Salvador	Comision Ejecutiva Portuaria Autonoma (El Salvador)
1. 10. 1973	U.S.A.	Port of Houston Authority
4. 10. 1973	The Netherlands	Havenbedrijf Gemeente Rotterdam

ANNEX 3 : REMOVAL OF WRECKS

Draft of International Convention stated by IMCO observations on behalf of I.A.P.H.

- I. The ports and the Association of which they are members, attach great importance to the problem of the removal of wrecks, which IMCO has on its agenda.

The ports share IMCO's concern with respect to the security of navigation, be it in their own waters, on their coasts or channels, or on the maritime routes and surroundings.

Also they follow with keen interest the work which the legal committee of IMCO undertook at present in preparing the draft of an International Convention, which would create regulations by which the removal of wrecks would be assured.

- II. In the opinion of IAPH the draft of the Convention which is being prepared would not reach its full usefulness and effectiveness unless it covers the essential occurrences due to which the security of navigation is impaired by the presence of the wrecks.

2-1 Henceforth the Convention should also deal with wrecks located in territorial waters and in interior waters (in fact the most numerous wrecks and the most dangerous ones) as well as those located in the high seas.

2-2 It should deal as well with the wrecks of sea going vessels as remainders of platforms, floating (engines) or parts of cargo loads fallen in the water.

2-3 It also should take into consideration the direct dangers which the wrecks cause to navigation as a result of their presence, as well as the dangers which they indirectly cause by impairment of the channels or the coastline and of port installations.

- III. The effective and speedy removal of the wrecks is the only means to eliminate dangers which they cause to navigation and presupposes the creation of appropriate and effective legal and financial regulations.

3-1 The responsibility of the owner of the wreck for its location, for its marking and for its removal, and covering of the resulting expenses cannot be confirmed without his fault or the fault of his agent or employee being established.

3-2 That responsibility is limited at present by the regulations of the International Convention of proposals of 1957 and by those of the respective national legislations, which in each country are applicable.

In case of major maritime disasters, in a very general way, the corresponding limits are largely insufficient, with respect to the covering of expenses for the removal of an abandoned wreck and even less the damage caused to port installation as a result of such calamities.

Being understood that at present the application of the principle of an unlimited responsibility of the owner of the wreck would not be possible, the limits of responsibility should be increased by many times the

present amount (in an order of a minimum of five times in order to cover certain recent cases of calamities).

It would be very desirable that the increase of these limits of responsibility in the specific case of a wreck removal and repair of the damage to port installations, would be included in the form of specific clauses to be introduced in the text itself of the draft of Convention on wreck removal.

If not such clauses should imperatively be included in another draft of convention, which IMCO has also initiated, namely the one of the revision of the Convention of Brussels of 1957.

3-3 It would also be desirable that the responsibility of the owner of the wreck be covered by an adequate bond (mandatory insurance, a guarantee of the nation of the flag, a fund of mutual insurance, . . .), as IAPH has expressed the wish on occasion of its Conference in Amsterdam, May 1973.

3-4 It can happen however, that the owner of the wreck remains unknown after all investigations, that he is insolvent or that he cannot be easily reached by legal action.

Even if that be so, the very low limit which at present rules the responsibility of the owner can leave a considerable gap of expense to be covered. It would be very serious that if the nation in the territorial waters of which the wreck is located has not available sufficient financial means or that neighbouring nations are not prepared to share the expense in those cases where wrecks are located in international waters so that these wrecks remain where they are and continue to be a serious danger for navigation and henceforth for vessels of all countries.

Under these circumstances the proposal of the creation of an international fund which would secure the cover of such expenses seems to IAPH to be of great interest.

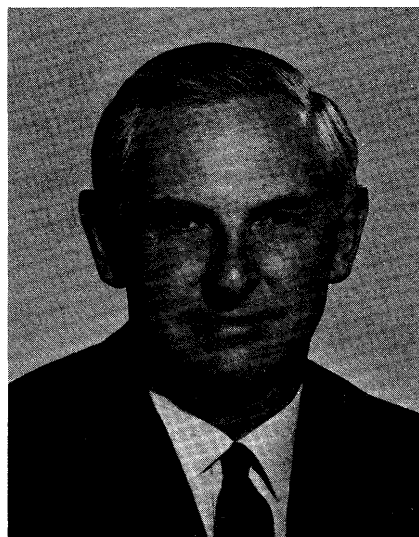
UN Vital Issue

Observed By IAPH

UN Conference of Plenipotentiaries on a Code of Conduct for Liner Conferences

March 11 to April 7, 1974, at Palais des Nations, Geneva -

1. A letter from Mr. John Lunch
2. A report from Mr. F.N. Reece
3. Extracts from Article 12 of Chapter III and Article 17 of Chapter IV



Mr. John Lunch

It is our great pleasure to be able to publish a valuable report on a vital UN issue in this number. A Code of Conduct for Liner Conferences, a convention adopted by a vote of 72 to 7 with 5 abstentions, could be regarded as a milestone on the long and eventful history of Freight Conferences in the light of its challenge to the long-time established practice "the principle of the freedom of the seas". Port authorities themselves are deeply connected to this convention, as Mr. Lunch excellently referred to in his letter.

To begin with, we should like to remind our members of IAPH's history in relation to UNCTAD once again.

October 30, 1972—Secretary General of IAPH submitted an application for consultative status with UNCTAD as a NGO to the Divisions for Conference Affairs and External Relations of UNCTAD.

May 2, 1973—Mr. K. Yokoyama, Deputy Secretary General of IAPH met Mr. S.G. Sturme, Deputy Director, Division for Invisibles, UNCTAD in his office of Palais des Nations, Geneva, and had a meaningful talk with him.

August 31, 1973—The Trade and Development Board, UN, at its 375th plenary meeting, considered and approved the report by the UNCTAD Secretariat on the designation of IAPH as a NGO with consultative status.

October 4, 1974,—Mr. Lunch had a talk with Mr. Yokoyama in respect to UNCTAD on the occasion of his visiting Tokyo on his way home from China.

October 26, 1973—Mr. Vleugels, IAPH President, appointed Mr. Lunch as an IAPH Liaison Officer with UNCTAD and it was duly accepted by UNCTAD.

By this time I have had opportunities to read many reports of various persons who were in charge of the Code of Conduct. From this experience I can stress that there have been no reports more sensational and better condensed than that of Mr. Reece. I can imagine from my experience in PALAIS DES NATIONS how the Conference was white heated and I cannot help but pay my respect to the trouble which Mr. Reece experienced.

As Mr. Lunch stressed in his letter above, it is vital for IAPH members to pay their special attention to this Code and express their views good in advance through Mr. Lunch or their own relevant governmental departments so that port authorities will extend the degree of authority in this vital issue. (K.Y.)

1. Letter from Mr. John Lunch

Dear Dr. Sato,

Re: United Nations Conference of Plenipotentiaries on a Code for Liner Conferences

I have pleasure in enclosing a report by my representative, Mr. F.N. Reece, on the discussions and outcome of the above Conference. Although the report is fairly long I think it contains a great deal of useful information for members of IAPH and feel it should be printed in the "Ports and Harbors" magazine in full.

As you know, the first session of the Conference took place last year but unfortunately, although IAPH had been granted consultative status by UNCTAD on 31st August 1973, this left insufficient time for IAPH to arrange to be represented at the first session. Consequently Mr. Reece was unable to put forward formally the particular points I had hoped could be made on behalf of world ports. I wrote to you on 25th March about these points which were:-

- (1) Shipping conferences must not preclude reasonable freedom of choice of ports; and
- (2) Ports must have the same right as other bodies concerning consultation by shipping conferences.

There is nothing in the proposed Code to inhibit the first point but so far as the second is concerned, it is vital that individual ports ensure that their governments designate them as "appropriate authorities" for consultation on those matters which vitally concern them under the Code. I have already asked the British Ports Association to take this point up with the UK Government on behalf of British ports.

There are other important points arising generally out of the experience we have gained by attending the Conference:-

- (1) It is vital that members of IAPH should ensure that they inform their relevant government departments of their views concerning matters to be discussed by UNCTAD.

- (2) IAPH members should try to obtain representation, at least as advisers, on their national delegations to international conferences.
- (3) IAPH members should make sure that their appropriate government departments keep them informed of international conferences before they happen and provide the results of these conferences particularly as in most cases the only national points of contact are with governments.
- (4) IAPH members should let me know any views on UNCTAD conferences well in advance so that either I or my representative can put forward these views directly or through our government delegation.

The next UNCTAD meeting will be that of the Shipping Committee from 29th July to 9th August. You already have a note setting out the main agreements embodied in various resolutions and decisions adopted by the Committee on Shipping since the establishment of UNCTAD and I will be letting you have, very soon, for publication in "Ports & Harbors" magazine information on the topics to be discussed at the next meeting of the Committee.

It would be helpful if members could be reminded of the need to let me know their views on particular topics to be discussed by UNCTAD so that I can make appropriate representations on their behalf.



John Lunch

2. Report from Mr. F.N. Reece

United Nations Conference of Plenipotentiaries on a Code of Conduct for Liner Conferences

1. Introduction

The fourth session of the UNCTAD Committee on Shipping in May 1970, decided that improvements in the liner conference system would be in the interests of both shippers and shipowners alike and referred a previously prepared paper to its Working Group on International Shipping Legislation for consideration. At its second session, in February 1971, the Working Group decided that further information was required and asked the UNCTAD Secretariat for certain information regarding legislative and other systems for regulating the practices of liner conferences to be made available by its next session.

In the same month, February 1971, the European and Japanese Ministers of Transport, at a meeting in Tokyo of the Consultative Shipping Group drew up certain guidelines and requested the Committee of European and Japanese National Shipowners' Associations to elaborate a code of conference practice, on the basis of these guidelines, in collaboration with the National Shippers Councils. The code (subsequently known as the "CENSA Code") was duly produced and accepted in late 1971 by the CSG governments.

By this time the UNCTAD Committee on Shipping had sat again and recommended that the matter of regulating Conferences be placed on the agenda for the third session

of UNCTAD to be held in April and May of 1972 at Santiago, Chile.

The "CENSA Code" was considered by the developing countries members of the "Group of 77" at their Ministerial meeting in November 1971, held in preparation for UNCTAD III, and expressed concern that a code prepared without the direct involvement of developing countries would not fully meet the needs of such countries and stated that "Member states of UNCTAD should undertake the preparation of a Code of Conduct" and recommended that the Working Group on International Shipping Legislation should prepare a draft code for consideration by UNCTAD III.

In fact, UNCTAD III was faced with a draft code prepared by the "Group of 77" and the "CENSA Code". However, the differences between the developing countries, supported by the Communist countries of Eastern Europe and China, and the developed countries could not be overcome and the United Nations were asked to convene a conference of plenipotentiaries to adopt a code of conduct for liner conferences. In December 1972, the General Assembly requested the UN Secretary-General to convene, as early as possible in 1973, a conference "to consider and adopt a convention or any other multilateral legally binding instrument on a code of conduct for liner conferences" and appointed a Preparatory Committee to prepare a draft code for submission to the Conference of Plenipotentiaries.

The Preparatory Committee sat twice, in January and June 1973, and the Conference of Plenipotentiaries opened on 12th November 1973, adjourned on 15th December 1973 and reconvened on 11th March 1974, working until the early hours of 7th April, by which time the Code had been voted into existence by 72 votes to 7 with 5 abstentions.

IAPH were not represented at the first session of the Conference because there was insufficient time following the granting of consultative status by UNCTAD on 31st August 1973, for the necessary letter to be sent registering a representative and presenting his credentials.

Delegations from 95 states and observers from 18 organizations attended one or both sessions of the Conference.

2. Officers and Procedure of Business

At its first session in November, the Conference elected Mr. C.P. Srivastava of India, now Secretary-General of IMCO, President, 14 Vice-Presidents and Mr. E.J. Antoun of the United States of America, Rapporteur. These officers were retained during the second session with the exception of one Vice-President, who, not being present at the second session, resigned and was replaced.

Again, in the first session, the work of the Conference was divided between three committees, which procedure was maintained during the second session.

Committee I under the chairmanship of Mr. D. Popov of Bulgaria was responsible for the preparation of the aims and objectives of the Code. Committee II under the chairmanship of Mr. Y.K. Quartey of Ghana was made responsible for the preparation of the main substance of the Code. Committee III under the chairmanship of Sr. F. Castillo Najera of Mexico was composed principally of lawyers and was charged with the preparation of the machinery for the implementation of the Code and the transitional arrangements necessary.

3. The Second Session of the Conference

The second session of the Conference got under way on the morning of the 11th March 1974, with a full Plenary Session. Mr. Srivastava re-took the chair and expressed sympathy for two Britons who were to have been members of the UK delegation but who had been killed in the Orly air disaster of 3rd March. The Conference observed one minute's silence in their memory. The short session ended with an injunction from the President to take up the task of producing the Code exactly where it had been laid down in December and not to re-open issues that had previously been settled (this unfortunately had the effect of making it impossible to give port authorities legal status under the Code).

Committees II and III then went in to separate session. Committee II divided into two Working Groups each with the task of continuing with the drafting of half of the substantive sections of the Code. Committee III reconstituted itself as one Working Group and continued its job of working out the Code's legal and administrative machinery.

These negotiating/drafting groups worked relatively smoothly with the production of "clean" texts of the Code until the 20th March. By this time it had become apparent that a number of fundamental issues could not be decided by straight negotiation in the various negotiating/drafting groups. In consequence, a smaller group under the chairmanship of the President was set up in an attempt to reach a solution of these problems with the President's help. On the evening of Monday 25th March, these negotiations broke down also. From the morning of 26th March until late afternoon of 29th March, the Conference, in effect, "went underground", whilst the President, the UNCTAD Secretariat, and the spokesmen for the various geographical groupings held private, informal meetings. A further President's Group meeting was held on 29th March at which it was learnt that some progress had been made but that the Conference, which was originally intended to end on that day, would have to continue until Thursday, 4th April. Private, informal negotiations then continued.

By 3rd April sufficient progress had been made for the texts of the various sections of the Code to be put before each of the Committees for their approval, although even then certain areas had to be held over for the full Plenary of the Conference.

By this time, it was obvious that the Conference was going to over-run again, and so it proved. By the evening of 5th April, however, the Code was in a form that could be put before the final full Plenary Session of the Conference which convened early on the morning of the 6th. After conveying the Conference's sympathy to the French delegation on the death of President Pompidou and the observation of a minute's silence, Mr. Srivastava and the Conference embarked upon voting the Code, paragraph by paragraph, into existence. At about 1.30 a.m. on Sunday 7th April, the final Roll Call vote was taken. Mainly due to near exhaustion on the part of the interpreters whose task throughout the Conference had been an onerous one but which they performed magnificently, the remaining business was completed hurriedly and the Conference was finally closed about an hour later.

4. The Code and the Ports Industry

Much of the Code is of considerable interest to ports but the most important sections are the definition of "Appropriate Authority" in chapter 1, Article 12 of chapter III, which describes the consultation machinery, and the items subject to consultations, and Article 17 of chapter IV which covers surcharges.

5. Consultations

Consultations shall take place "on matters of common interest between a conference, shippers organizations, representatives of shippers and, where practicable, shippers . . . The appropriate authorities shall have the right, upon request, to participate fully in consultations". Items of "common interest" also of interest to ports are mentioned inter alia as:-

imposition of, and changes in, surcharges changes in tariff classification of ports procedure for the supply of necessary information by shippers concerning the expected volume and nature of their cargoes the presentation of cargo for shipment and the requirements regarding notice of cargo availability operation of cargo inspection services changes in the pattern of service effects of the introduction of new technology in the carriage of cargo adequacy and quality of shipping services.

"Appropriate authority" is defined in the Code as: "Either a government or a body designated by a government, or by national legislation, to perform any of the functions ascribed to such authority by the provisions of this Code". It behoves port authorities, therefore, to use their best endeavours with their governments to be designated as appropriate authorities at least for consultations on those matters which most nearly concern them.

6. Surcharges

The Code lays down that:-

surcharges shall be temporary they shall be reduced as conditions improve the requirements which should be met before surcharges are reduced and finally removed should be described when the surcharges are imposed before a surcharge is imposed, notice should be given and consultations held, if requested, with those entitled to participate and the conferences shall furnish data which in their opinion justifies the imposition of a surcharge.

The Code also sets out provisions for the imposition of surcharges with little or no notice, but stipulates that consultation should nevertheless be held for the conference concerned to justify its actions.

7. Entry into Force

Although the Code of Conference Practice is now legally in being it does not yet have the force of law. For it to enter into force the Code states that six months must elapse after "not less than 24 states the combined tonnage of which amounts to at least 25% of world tonnage, have become Consenting Parties to it." Even then, elsewhere, the Code stipulates that a transition period of up to two years shall supervene before the Code has full power to regular conferences.

One is perhaps led to speculate upon whether and, if so, when the Code will have any practical effect. One cannot,

of course, be dogmatic about the future acts of Sovereign states, but on balance it seems likely that the Code will come into legal effect. Although most of the countries with very large liner fleets either voted against the Code or abstained, both the USSR and Japan voted in favour and may, therefore, be reasonably expected to ratify it. The tonnage owned by these two countries totals some 13 m GRT, approximately 17% of total world tonnage. Add to this the tonnage owned by developing countries (which voted heavily in favour of the Code) - approximately 15%, if one includes Panama and Liberia, and the stipulated 25% of world tonnage is more than accounted for.

The timing of any effects is even less certain, but it must be remembered that already, without the Code, there is a strengthening trend towards developing countries setting up, or expanding, a national merchant marine and insisting that their own ships carry an increasing proportion of their own countries' trade. There is also a trend, much less strong it is true, for shipping conferences to take their customers somewhat more into their confidence. It can be argued, therefore, that the existence of the Code, even before it enters into legal effect, will intensify existing trends and thus have an effect in the very near future.

3. Extracts from Article 12 of Chapter III and Article 17 of Chapter IV

Extracts from Article 12

Appropriate authority

Either a Government or a body designated by a government or by national legislation to perform any of the functions ascribed to such authority by the provisions of this Code.

Consultation Machinery (para. 45)

The following matters, *inter alia*, may be the subject of consultation:

- a) changes in general tariff conditions and related regulations;
- b) changes in the general level of tariff rates and rates for major commodities;
- c) promotional and/or special freight rates;
- d) imposition of, and related changes in, surcharges;
- e) loyalty arrangements, their establishment of changes in the form and general conditions;
- f) changes in tariff classification of ports;
- g) procedure for the supply of necessary information by shippers concerning the expected volume and nature of their cargoes;
- h) the presentation of cargo for shipment and requirements regarding notice of cargo availability.

To this extent that they fall within the scope of activity of a conference, the following matters may also be the subject of consultation:

- a) operation of cargo inspection services;
- b) changes in the pattern of service;
- c) effects of the introduction of new technology in the carriage of cargo, in particular unitization, with consequent reduction of conventional service or loss of direct services;
- d) adequacy and quality of shipping services, including the

impact of pooling, berthing or sailing arrangements on the availability of shipping services and freight rates at which shipping services are provided; changes in the areas served and in the regularity of calls by conference vessels.

Consultations shall be held before final decisions are taken, unless otherwise provided in this Code. Advance notice shall be given of the intention to take decisions on matters referred to in paragraph 45. Where this is impossible urgent decisions may be taken pending consultations being held.

Consultations shall begin without undue delay and in any event within a maximum period specified in the conference agreement or, in the absence of such a provision in the agreement, not later than 30 days after receipt of the proposal for consultations, unless different periods of time are provided in this Code.

When holding consultations, the parties shall use their best efforts to provide relevant information, to hold timely discussions and to clarify matters for the purpose of seeking solutions of the issues concerned. The parties involved shall take account of each other's views and problems and strive to reach agreement consistent with their commercial viability.

Extracts from Article 17

Surcharges

Surcharges imposed by conferences to cover sudden or extraordinary increases in costs or losses of revenue shall be regarded as temporary. They shall be reduced in accordance with improvements in the situation or circumstances which they were imposed to meet and shall be cancelled, subject to paragraph 78, as soon as the situation or circumstances which promoted their imposition cease to prevail. This shall be indicated at the moment of their imposition, together, as far as possible, with a description of the change in the situation or circumstance which will bring about their increase, reduction or cancellation.

Surcharges imposed on cargo moving to or from a particular port shall likewise be regarded as temporary and likewise shall be increased, reduced or cancelled, subject to paragraph 78, when the situation in that port changes.

Before any surcharge is imposed, whether general or covering only a specific port, notice should be given and there shall be consultation, upon request, in accordance with the procedures of this Code, between the conference concerned and other parties directly affected by the surcharge and prescribed in this Code as entitled to participate in such consultations, save in those exceptional circumstances which warrant immediate imposition of the surcharge. In cases where a surcharge has been imposed without prior consultations, consultations, upon request, shall be held as soon as possible thereafter. Prior to such consultation, conferences shall furnish data which in their opinion justify the imposition of the surcharge.

1 May 1974

ILO Dock Labour Seminar Will be Attended by IAPH Observer

IAPH members were informed of the ILO Seminar above through the May issue of this journal (Ref. P. 11 - 12).

Mr. L.K. Barongo, Chief Personnel Officer, East African Harbours Corporation, Dar es Salaam, Tanzania, was appointed by President Vleugels as the IAPH observer to the Seminar to be held in Mombasa from 2 to 14 September, 1974.

This appointment was made through the good offices of Mr. P.K. Kinyanjui, Executive Director of IAPH, Chairman of the East African Harbours Corporation. (K.Y.)

Third UN Conference On the Law of the Sea

On May 2, 1974, Secretary General received a letter from G.A. Stavropoulos, Under-Secretary-General, Special Representative of the Secretary-General, Third United Nations Conference on the Law of the Sea, in regard to "Invitation to the Third United Nations Conference on the Law of the Sea in accordance with paragraph 8 of General Assembly resolution 3067 (XXVIII) and paragraph 9 of General Assembly resolution 3029 (XXVII). This Conference is scheduled to be held at Caracas, Venezuela, from 20 June to 29 August, 1974.

Secretary General, however, instructed by President Vleugels who had consulted with Mr. Tozzoli, IAPH Liaison Officer with ECOSOC, UN, wrote to Mr. Stavropoulos saying that IAPH could not help but let this chance go due to the unavailability of appropriate observers. (K.Y.)

ECA Conference On the Establishment of the North Africa Port Management Association

Mr. R.K.A. Gardiner, Executive Secretary, Economic Commission for Africa, ECOSOC, UN, informed IAPH Secretary General in his letter of May 3, 1974, that he hoped to invite IAPH to be represented at the Conference above to be held at Cairo from 17 to 21 June, 1974.

As it is self-explanatory from the full text of the letter introduced hereunder, the purpose and the outcome of this Conference may be interesting to IAPH. However, Secretary General, after careful consultation with President Vleugels and Mr. Tozzoli, Liaison Officer with ECOSOC, wrote to Mr. Gardiner informing him of the absence of IAPH's representative at the Conference due to unavailability of appropriate delegate.

It is noted that both Mr. Vleugels and Mr. Tozzoli as well as Secretary General are regretful that IAPH has no members in the North Africa and are convinced that this is a problem to be studied in the near future. (K.Y.)

Dear Sir,

I should like to refer to the programme of work and priorities adopted by the Commission at the Second Meeting of the Conference of Ministers (11th session) at Accra in February 1973 and in particular to project No. 12D : 5 - Ports and harbours development.

After consultation with several maritime States in Africa, it was agreed that a conference of port managers and senior Government officials responsible for maritime policy in these countries would be useful.

Accordingly, following upon the successful Conference of the West and Central African States in October 1972 as well as that of the Eastern African States in April 1973, which *inter alia* led to the establishment of Associations of Port Management, it has been decided to convene a similar conference for North Africa.

By courtesy of the Government of the Arab Republic of Egypt, the Conference will be held at Alexandria from 17 to 21 June 1974.

The purpose of the Conference will be:

1. to provide a forum for discussion of current management problems in ports in North Africa; and
2. to consider and, if agreed, establish a permanent Association of Port Management for the subregion to facilitate co-operation on technical and commercial questions aimed at raising the standard of port performance and profitability.

The Economic Commission for Africa is pleased to invite you to be represented at the Conference. **Representatives should be from the relevant ministries and should include the senior executives of each port.** It is hoped that the head of the delegation will be authorized to sign the Constitution, when approved, establishing a Port Management Association of North Africa on the lines of those referred to above by the West and Central Africa States at the Freetown Conference and the Eastern African States at the Mombasa Conference. Two copies of the draft Constitution for such an Association (which is identical to those adopted for the Associations now in existence), together with two copies of the provisional draft agenda, are enclosed for prior study by your representative(s).

It will be noted that the agenda is arranged in two parts, the first being designed to permit the formation of the Association and the second to permit the inaugural meeting of the Council of the Association to allow its members to decide upon a programme of work as well as the financial arrangements of the Association.

I should be grateful if you could let me have, **not later than the 1st June 1974**, the name or names of your delegation and their functional titles so as to enable me to make the necessary administrative arrangements for the Conference with the host Government.

Should your Government or Port Authority be interested in hosting the permanent Secretariat of the proposed Association after it is formed, please send us under separate cover details of the facilities of the location you wish to offer, together with any other information relevant to the establishment of a permanent secretariat and your agreement in principle which can then be considered at the meeting of the Council.

This invitation is being extended to all member states in the North African subregion i.e. Algeria, Arab Republic of Egypt, Libya, Morocco, Sudan and Tunisia.

United Nations agencies interested in shipping, as well as other kindred bodies including representatives of the port management associations of West and Central Africa and of Eastern Africa will be invited to be present at the Conference as observers.

Yours truly,

R.K.A. Gardiner
Executive Secretary

IAPH Proposal to IMCO on "Wreck Removal" now deliberated

At the Auckland Meeting of the E/C, a report of the Chairman of the Special Committee on Legal Protection of Navigable Waterways, Mr. Andre Pages, was reported by Mr. Robert Boeuf.

And the Committee, considering the fact that the matter was derived from the Association's Resolution (IAPH Resolution No. 8, Amsterdam 1973), as well as the matter was being taken up by the Legal Committee of IMCO, decided to put the IAPH view on the matter to the attention of IMCO, subject to the approval of the Board of Directors. (B/D).

Secretary-General has circulated among member of the B/D on May 17th, 1974 a ballot circular in this regard.

(The following is a full text of IAPH proposal to IMCO on wreck removal.) (RIN)

I) The ports and the Association of which they are members, attach great importance to the problem of the removal of wrecks, which IMCO has on its Agenda.

The ports share IMCO's concern with respect to the security of navigation, be it in their own waters, on their coasts or channels, or on the maritime routes and surroundings.

Also they follow with keen interest the work which the legal committee of IMCO undertook at present in preparing the draft of an International Convention, which would create regulations by which the removal of wrecks would be assured.

II) In the opinion of IAPH the draft of the Convention which is being prepared would not reach its full usefulness and effectiveness unless it covers the essential occurrences due to which the security of navigation is impaired by the presence of the wrecks.

2-1 Henceforth the Convention should also deal with wrecks located in territorial waters and in interior waters (in fact the most numerous wrecks and the most dangerous ones) as well as those located in the high seas.

2-2 It should deal as well with the wrecks of sea going vessels as remainders of barges and pontoons, floating equipment or parts of cargo loads fallen in the water.

2-3 It also should take into consideration the direct dangers which the wrecks cause to navigation as a result of their presence, as well as the dangers which they indirectly cause by impairment of the channels or the coastline and of port installations.

III) The effective and speedy removal of the wrecks is the only means to eliminate dangers which they cause to navigation and presupposes the creation of appropriate and effective legal and financial regulations.

3-1 The responsibility of the owner of the wreck for its location, for its marking and for its removal and covering of the resulting expenses should be stated in an objective way without his fault or the fault of his agent or employee having to be established.

3-2 That responsibility is limited at present by the regulations of the International Convention of Brussels of 1957 and by those of the respective national legislations, which in each country are applicable.

In case of major maritime disasters, in a very general way, the corresponding limits are largely insufficient, with respect to the covering of expenses for the removal of an abandoned wreck and even less the damage caused to port installation as a result of such calamities.

Being understood that at present the application of the principle of an unlimited responsibility of the owner of the wreck would not be possible, the limits of responsibility should be increased by many times the present amount (in an order of minimum of five times in order to cover certain recent cases of calamities).

It would be very desirable that the increase of these limits of responsibility in the specific case of a wreck removal and repair of the damage to port installations, would be included in the form of specific clauses to be introduced in the text itself of the draft of Convention on wreck removal.

If not, such clauses should imperatively be included in another draft of convention, which IMCO has also initiated, namely the one of the revision of the Convention of Brussels of 1957.

3-3 It would also be very desirable that the responsibility of the owner of the wreck be covered by an adequate bond (mandatory insurance, a guarantee of the nation of the flag, a fund of mutual insurance, . . .), as I.A. P.H. has expressed the wish on occasion of its Conference in Amsterdam in May 1973.

3-4 It can happen however, that the owner of the wreck remains unknown after all investigations, that he is insolvent or that he cannot be easily reached by legal action.

Even if that not be so, the very low limit which at present rules the responsibility of the owner can leave a considerable gap of expense to be covered. It would be very serious that if the nation in the territorial waters of which the wreck is located has not available sufficient financial means or that neighbouring nations are not prepared to share the expense in those cases where wrecks are located in international waters so that these wrecks remain where they are and continue to be a serious danger for navigation and henceforth for vessels of all countries.

Under these circumstances the proposal of the creation of an international fund which would secure the cover of such expenses seems to IAPH to be of great interest. (This text coincides with that of Annex 3 of the President's Report on page 15.)

Membership Notes

New Members

Regular Members

Direccion Marina Mercante y del Litoral
P.O. Box 7412, Guayaquil, Ecuador
Office Phone: 514-995
Telex: 308-043325 DIMERCG ED
Cable Address: DENAPU-ECUADOR
(Mr. Vicente Mino Rodriguez, Director)

Direccao-Geral de Portos
Rua de Prata, 8 - 4°, Lisboa-2, Portugal
Office Phone: 32 03 24
(Engenheiro Manuel Fernandes Matias, General Director)

Associate Member (Class E)

Sir Reginald Savory, C.B.E.F.I.O.B.
452 Remuera Rd., Auckland, 5, New Zealand
Phone: 545-428
(Past President of New Zealand Harbours Association)

Status Changed:

from Associate (Class A) to Regular
Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)
Karakoy-Istanbul, Turkey
Office Phone: 44 08 61
Cable Address: DENIZBANK ISTANBUL
(Mr. Calalettin Erol, Chairman of the Board of Directors and General Manager)

Withdrawal

Junta del Puerto de Malaga, Spain (Regular)
Tudor Engineering Company, U.S.A. (Associate Class A)
Japan Container Association, Japan (Associate Class B)

IMCO International Maritime Dangerous Goods Code Supplement 1973 on Sale

The printed version of SUPPLEMENT 1973 to the INTERNATIONAL MARITIME DANGEROUS GOODS CODE is now available in English - Sales No. 74.03.E and in French - Sales No. 74.03.F, each volume price £1.30 (including packing and postage).

The publications are on sale from IMCO. All orders must be accompanied by a remittance, in sterling, to cover the cost of publications (including packing and postage).

W & M Committee Chairman Will Visit Head Office

Secretary General Dr. Hajime Sato was informed by Mr. S. Tokoro, Tokyo Representative of the Port of Long Beach, U.S.A. that Mr. Thomas J. Thorley, General Manager of the Port and Chairman of the Ways and Means Committee of IAPH, would visit the Head Office, Tokyo, during June 23rd and 28th, 1974.

The visit of the Chairman of the Ways and Means Committee to the Head Office is in accordance with the agreement reached at the Executive Committee meeting in Auckland, in March. (Refer to the President's Report, page 8 of this journal.) (TKD)

Top Officials of Georgia Ports in Tokyo

Mr. Makio Yamada, Far East Director of the Georgia Ports Authority, U.S.A., invited the IAPH Secretary General and Deputy Secretary General to a reception to meet the Board Members and Directors of the Ports Authority visiting Tokyo as members of a Trade Mission, on Wednesday evening, May 18, 1974 from 18:00 until 20:00 at Cherry Room, The Palace Hotel, Tokyo.

Mr. Katsuya Yokoyama, Deputy Secretary General, attended the reception on behalf of Secretary General Dr. Hajime Sato who was out of Tokyo visiting China (TKD).

Port of Baltimore Mission Visits Japan

A 4-men Trade Development Mission to the Far East of the Maryland Port Administration (Port of Baltimore, U.S.A.) held cocktails and hot buffets on Monday evening, May 20, 1974, at Emerald Room, Tokyo Kaikan, Tokyo inviting representatives of local shipping, trade and port circles.

Prior to the cocktail party, a "Brief-

Membership Directory '75 Now on the Go

Under the date of May 25, 1974, the Secretary General mailed out to the "Entry Form" for the IAPH Membership Directory '75 to all Regular and Associate Members as well as the Chairmen of Special Committees.

The members of IAPH are again requested to render their generous cooperation in filling the "Entry Form" in accordance with the specified items, and return it to the Head Office by **July 15, 1974**.

The 1975 - the Conference year - edition of the Membership Directory, said his letter of appeal, welcomes as many advertising orders as obtainable by the broad cooperation of the Association members. (TKD)

ing" Seminar was conducted on the subject of "mini-bridge - advantages and disadvantages of this formula, O.C.P., Eastern railroad and truck rates", followed by questions and answers.

The mission was composed of Mr. Gregory Halpin, Deputy Port Administrator, Mr. Joseph J. Giancola, Director of Trade Development, Mr. Eldered N. Bell, Director of Transportation and Mr. Martin C. Pilsch, Director of Terminal Operations.

From IAPH Head Office, Mr. Katsuya Yokoyama, Deputy Secretary General attended. (TKD)

Port of Hamburg— Deepening of the Lower Elbe

*a Decision in Accordance with Port's Traffic and
the Trends in the Development of the modern Ships
(Container Vessels, Bulkcarriers and Tankers).*

**Dr. Karl-Ludwig Mönkemeier, General Manager
Port of Hamburg Authority**

Geographical-historical introduction

The Port of Hamburg which is approx. 100 kilometer distant from the Elbe Estuary has since the middle of the last century problems in adapting the waterdepth to the draft development of large vessels who have to call at Hamburg. Otherwise Hamburg's position situated far inland has offered certain remarkable advantages in the past as well as in the present. The links of all trafficcarriers (may be rail, road or inland waterway) stretch out advantageously also as the distances are concerned from here towards South-East- through Central Europe up to Scandinavia. In this respect predominant importance of the Elbe for the Port will be improved within the next years by advancing hydrotechnical measures like the deepening of the Lower Elbe fairway and the Elbe lateral Canal. These waterworks will meet the highest requirements of the modern naval traffic to which Hamburg will be confronted. Regarding the inland links the Elbe will allow from 1976 through the existence of the Elbe lateral Canal an all year navigable network-connection to all East and West European river ports.

The Lower Elbe as the link to and from the sea offers with its width so a favorable access that even VLCC and ULCC - however in ballast - may approach Hamburg for repair and maintenance purposes.

As it is the case in most ports of the world the permissible draft on the Lower Elbe set certain limits in the size of the vessels coming to Hamburg.

Since the middle of the past century Hamburg was preoccupied with the deepening of the access to her Port in accordance with the increasing size

of her approaching vessels. By three state treaties negotiated with Prussia in the eighteenth and nineteenth centuries Hamburg had secured rights enabling such improving measures. Therefore, through permanent dredging over several decades, the largest permissible draft of the ships coming to Hamburg increased at Mean High Tide from 4.30 meters in 1841 to 7.90 meters in 1897. In 1908 the juridical conditions were shaped to deepen the Lower Elbe to 10 meters at Mean Low Tide respectively 12.5 to 13 meters at Mean High Tide.

In 1921 when by a state treaty between Hamburg and the German Government the competence of the Lower Elbe was transferred from Hamburg to the "Reich", the efforts of the Hanseatic City in the past in dredging were honoured in this document as follows: "Hamburg took care up to this day to provide the Port with such a fairway that the largest sea-going vessels could reach the Port at high tidal level. The "Reich" will do the same!" Nobody at that time - not even the shipping experts - could have imagined in those years that the sizes and drafts of the ships according to each type will vary in so different ways of developments and that by 1974 the port administrations would have to be confronted with drafts of 12 to 13 meters at the large container vessels and of 28.5 meters for ULCC.

According to the state treaty of 1921 the German Government deepened consequently between the two world wars the entire Lower Elbe to 10 meters at mean low tidal water. From 1957 through 1961 the further deepening to 11 meters at mean low tide was carried out. After necessary



Dr. Karl-Ludwig Mönkemeier

dredging preparations the deepening up to 12 meters (MLT) commenced in 1964 and was terminated in 1969. With the unexpected increase in the draft of the large container vessels this water depth was not completely satisfying because these ships are presently still depending on tidal conditions only when they have to leave the Port.

When it became obvious that container vessels of the 3rd generation would constitute the backbone of the hamburgian general cargo traffic in the Far East relation, appears already in 1969 for Hamburg as a main task the deepening of the Lower Elbe to 13.5 meters/ (Low Tide), 16 meters (High Tide) respectively, in order to enable the leaving of large container vessels independent of the tidal conditions.

The envisaged water depth is, however, not only an adaption to the draft of large container vessels but also to those of the bulkcarriers which will have to be expected in the Port of Hamburg according to the structure of the commodities handled here. These aspects may become more clear when the kinds of cargoes handled in Hamburg are grouped together with the corresponding suitable type and size of ships.

Aspects in the Structure of the Handled Commodities in the Port

Between the characteristic years illustrating the typical cargo structures of our universal Port could be chosen the year 1973 because it indicates also trends in the foreseeable development:

kind of goods		1000 metric tons	percentage of total turnover
1.0 general cargo:		14,708	29.5
whereof			
1.1 containerised cargo (gross):	17.8%		
of which			
Far East traffic	46.0%		
2.0 dry bulk cargo		14,339	28.8
of which			
2.1 suction goods	54.3%		
2.2 grab goods:	45.7%		
3.0 refinery products and other liquid cargoes	(85.5% (14.5%)	8,962	18.2
4.0 total		38,009	76.5
5.0 crude oil:		11,791	23.5
6.0 Grandtotal:		49,800	100.0

As already mentioned and in the above table to be seen, a particular emphasis is being laid upon high-valued general cargoes together with their - over the average rate-increasing - container loads (1972: + 46%; 1973: + 70%). In connection with the development of container traffic it should be stressed that the Europe- Far East Route in which the large container ships of the third generation are employed have for our Port an important economical significance. So in 1973 no less than 46 per cent of the total hamburgian container turnover apply to this relation. This share which has been reached much quicker than foreseen will remain at least so also in the future. For this reason large container vessels must be able to approach and to leave Hamburg at any time.

From the above graph may be taken further that beyond the 15 million tons of high valued general cargoes (approx. 30 per cent) also 14.3 million tons dry bulk cargoes as well as 9 million tons mineral oil products (together 47 per cent of the tonnage) have been handled. By this - for the Port - important tonnage of the handled bulk cargoes must be interpreted the decision of the deepening of the Lower Elbe, also because the suction-bulks, by reason of limited lots, require generally incoming ships at most of 100,000 tdw and that the mineraloil products are usually shipped in leaving traffic by product carriers up to 65,000 tdw.

However, according to the rank of significance we should focus somewhat more in detail first the future development of the large container vessels. In this respect - especially now after the consequences of the energy crisis - one

could put the question whether therefore not even much larger container vessels are to be envisaged.

Some Aspects in the Trends of the maximal Size of Containerships

When in February 1973 the deepening of the Lower Elbe was decided this question was answered for that time. The effects of shortened supplies and the extremely raised prices of crude oil - which in such proportions has surprised all of us - bring once more in expert' discussions the Super-Containership in order to attain an even higher economical efficiency in the container transport exploitation.

Contemplations are known concerning a 5,000 20'-container vessel foreseen for the eighties which of course could not be able to pass the Panama Canal. Such reports appeared in the technical press already by the end of 1973 (Ports and Harbors: March 1974, page 33). A limited draft to 12 meters in being taken into consideration for such a ship in respect of the applicable ports. According to my opinion the renunciation of the passing of the Panama Canal should, however, not be so easily accepted because the Panama - as well as the Suez Canal shorten the shipping routes very considerably. Especially the high raises in prices of fuel for conventionally powered vessels lead to the fact that such shortenings of searoutes could then maintain the operation costs per voyage in acceptable limits and for this reason the two canals will gain surely a particular significance in the future.

Even when early eighties the nuclear powered ships will be put in operation and consequently the fuel

costs would be acceptable even when using the Cape route, the total expenses per voyage over these much shorter routes through the Panama and Suez Canal would decrease. Moreover to this argument, the annual transport capacity of the ships would grow by the fact that more voyages per year are possible as when the Cape route would be used. In view of this advantage the utilization of the Canal- Routes can not be eliminated under normal conditions. Such considerations, however, must be checked by well based cost-benefit studies.

Following these reasons, plans for the enlarging of both Canals - often to find in press-reports during the last years - have been seriously examined. The recent most realistic project for increasing the waterdepth for the Suez Canal up to 21 meters would, according to the latest informations, require an investment of approx. \$2.5 billion and the works will have a duration of six years. The question remains - presently yet not answered - whether such a project could be profitable see materialized after all, since then the development of the ULCC dominates on the tanker market and therewith continuously and substantially reduces the market share of the for the new Suez-project suitable 250,000 tdw Tanker.

Concerning the Panama-Canal, its dimensions contrary to those of the Suez-Canal can, however, not be further increased. The project for a new traced channel resulted to be-even regarded in long perspective-far from realistic chances to be materialized. (BIMCO II/1973 page 2001 ff). Whereas the Suez-Canal did no longer influence the economical efficiency in the type-evolution of the large container ships, the Panama-Canal contrarely, according to my opinion and as the base for the above mentioned considerations, will play a determinant role also in future.

Therefore, the logical conclusion is that the present dimensions of the Panama Canal will remain valid for the size - development of large container vessels at least for the next 20 years. This means at same time that for the planning of container terminals the waterdepth which has to be taken into consideration is thus corresponding to the draft of the ships of the 3rd Generation (eventually nuclear powered). Unexpected development-trends within this subject will not arise because conclusions on the nuclear

power - as a sole basis for theoretically further possibilities of size increases - will be not obtainable before 1985 assuming that the first nuclear powered ship will go 1980 into operation. Some years are needed in order to confirm if such giant container ships may be ordered and consequently can operate without state-subsidies. These thoughts reflect the conclusion that the decision for the deepening of the Lower Elbe to 13.5/16.0 meters is a measure well adapted to the foreseeable development of large container ships.

Complementary effects of the deepening upon the bulk and liquid cargoes handled in Hamburg

a) Bulk

Through the effects of the energy-crisis even for the transport of this commodity will be accelerated the utilization of larger bulk carriers. The deepening of the Lower Elbe to 16.0 meters (Mean Low Tide) meets this demand because in place of 70/75,000 tdw incoming vessels and 30/35,000 tdw outgoing bulkcarriers using presently this fairway, in the future units of 100/110,000 tdw respectively 55/65,000 tdw units will run to and from Hamburg.

The possible employment of 100,000 tdw bulkcarriers (incoming) has been a basic premise for the Salzgitter Trust for its decision to build together with the Hamburg Port and Warehouse Co. (HHLA) the large Bulkterminal Hansaport Hamburg. This handling complex for imports of ore and coal from Overseas will be designed in the first stage of construction for a bulk-volume of 8 million tons annually beginning from 1977. By 1983 it will be able to handle 12 million tons per year. Compared with the 1973 - statistics these figures indicate an increase of 55 respectively 83 per cent.

Since this trust also intends to export about 1 million tons of steel products through Hamburg, the HHLA will built on own account at the same port-basin an appropriate Terminal.

b) Liquid cargo

Hamburg affirm her position as an important mineraloil center within the West-European port economy not only by the fact that 42 percent of the totally handled tonnage is liquid cargo with about 9

million tons (18 percent of the Grandtotal) primarily mineraloil products, and only about 12 million tons (24 percent) crude oil, but also that it accommodates refineries with an annual output of about 16 million tons and tank storages of approx. 5.3 million tons capacity. The energy crisis would even here, similarly as to the bulk carriers lead to the utilization of even larger units not solely in emphasizing the Transshipment-trends from ULCC in 100 - 120,000 tdw tankers but in increasing the economical size of the product-carriers. So following this trend the press reports that now VLPC (very large product carrier) are already ordered. From a series of 15 planned ships of 66,000 tdw each two have already been assigned. These are presently the largest vessels of this kind. Their draft will amount to 13.30 meters.

Through the deepening of the Lower Elbe Hamburg will consequently keep pace also with the size-development of the ships for these commodities, parallel fully satisfying the exigences imposed by the maximal draft of the biggest container ships.

Survey of the necessary Works

Upon a trace of 117 kilometers approx. 60 million cubic meters silt and sand will be dredged. Approx. 10 million cubic meters will proceed from the hamburgian State territory. About two thirds of this dredged spoil will be filled in the embankments of the Elbe and so disposed that by an appropriate guidance of the river's stream later only limited maintenance dredging operations will be necessary. The Federal Institute for Water-way-constructions in Hamburg-Rissen has already tested on a model the possible resulting situation-changes of the river's fairway looking at any possible silting, alterations of stream velocities, wave formations and water levels. Even extreme storm flood tidal velocities were simulated. The results indicated that extremely minor flow changes are to be expected, confirming that the existent or planned dikes and other protectionary measures will remain adequate even after the deepening of the Lower Elbe.

The expences of these dredging works to 13.5/16.0 meters (Mean Low Tide/High tide) and the widening of the Lower Elbe will amount to about

450 million DM. Hamburg (within her territorial area from her frontier downstream from Tinsdal) has to bear an investment approx. 100 million DM. The Federal government will have to contribute for the works within its territory (from Tinsdal to the Elbe estuary) by about 350 million DM. The dredging order will be placed by the Federal government together with the State of Hamburg, for reasons of a swift and efficient work, to a joint-venture of private enterprises and shall begin around the middle of this year. The duration of all works will amount to seven years but the foreseen increased waterdepth will be completed in 1977.

This quantitative decision, as depicted above, will meet the requirements of the future ships which are to be expected in Hamburg contributing so to consolidate the competitive capability of our Port.

One of the main reasons to look optimistically into the future of our harbour will soon go to be materialized.

1972 Annual Report of The Saint Lawrence Seaway Development Corporation

(Extracts)

The Administrator's Report

Honorable Claude S. Brinegar
Secretary of Transportation
Washington, D.C.

Dear Mr. Secretary:

I am pleased that my first report to you is a favorable one. Seaway traffic and revenue reached an all-time high in 1972.

The 53.7 million tons of cargo that passed through our locks provided an income to the Corporation of \$7.5 million. After paying all operating costs, we were able to retire \$4 million of our bonded debt, the largest repayment to date.

Heavy ice delayed the season opening by fourteen days, but we were able to extend the closing date to December 23—a new record. The multi-agency Demonstration Program is

attacking winter navigation problems on a number of fronts. Each advance takes us closer to our short-term objective—a predictable season with firm opening and closing dates—and toward our long-range goal of safe, dependable sailings throughout the year.

You have delegated to me the authority to regulate waterborne traffic in the American leg of the Seaway system. My overriding concerns are for the safety of ships and the integrity of shore properties. Accordingly, I have used this authority to promulgate new regulations for vessel speed and movement.

To meet our added responsibilities, the Corporation has greatly improved its communications and control capabilities, and continued its program of engineering improvements.

The shift from break-bulk to con-

tainerised cargo continues. Container shipping rose 32% over the previous year and 147% above the 1970 level. These advances came despite the intensified competition from Canadian North Atlantic ports.

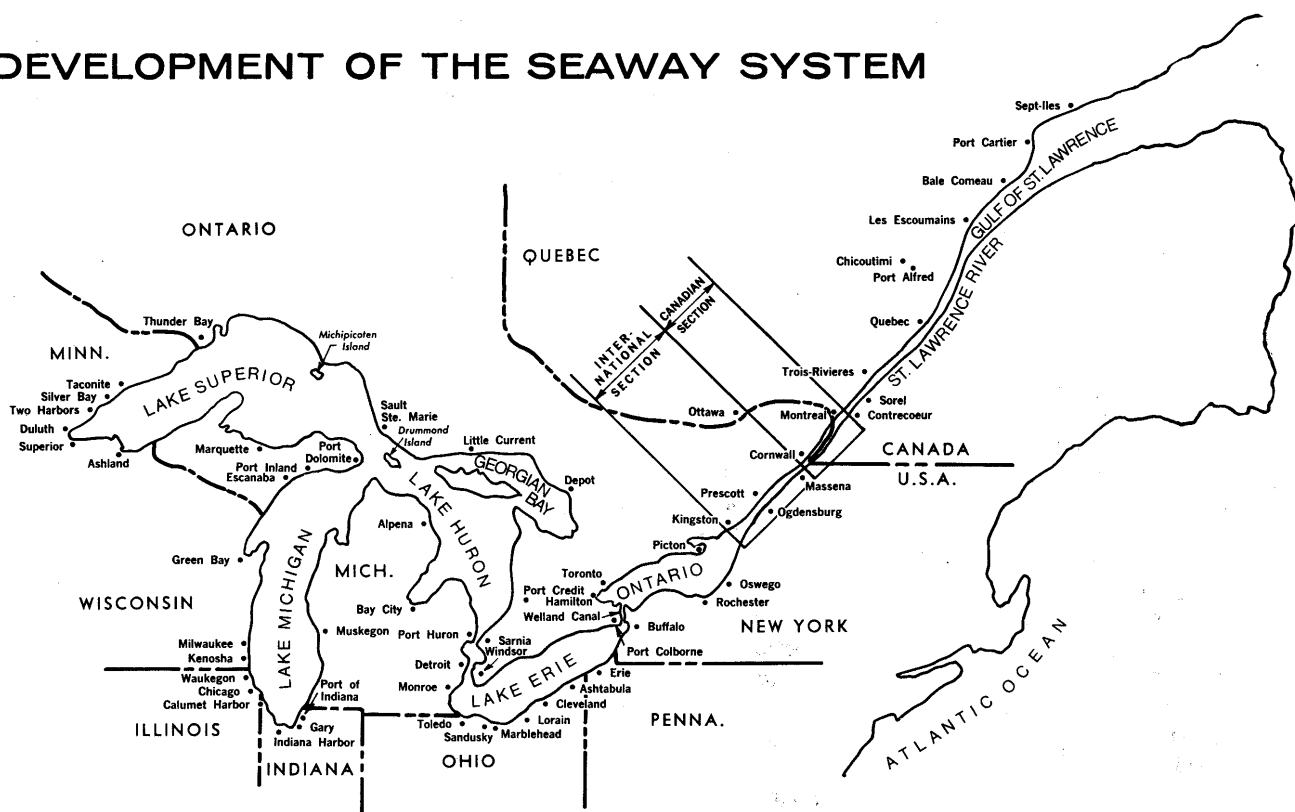
The container is the best answer to date to the demand for efficient intermodal handling of goods. To encourage progressive Great Lakes operators to increase use of containers, the Corporation worked with Canadian authorities to exclude the tare weight of containers from toll charges.

Prudent management of a user-supported entity dictates that we realize the possibilities of market development and export expansion. We have augmented our staff to increase our capability to gather technical information useful to present and potential Seaway users. But our ability to communicate with users in the U.S. and abroad requires expanded activity. I intend to give impetus to our communication program in the coming months.

All of these programs—season extension, operational and engineering improvements, better marketing—lead to one goal: full utilization of the Seaway's estimated 75 million ton annual capacity.

Proud as we are of past accomplish-

DEVELOPMENT OF THE SEAWAY SYSTEM



ments, much remains to be done. I am grateful for your pledge of support. With it, I am sure the Saint Lawrence Seaway will far exceed its early promise.

D.W. Oberlin
Administrator
Saint Lawrence Seaway
Development Corporation

Development of The Seaway System

The need to focus Corporation efforts on full utilization of the Seaway, and to plan for providing additional capacity in the future, resulted in the creation within the Corporation of the present Development Program in 1970. The Development Program Staff works closely with industry and U.S. and Canadian federal agencies, as well as State and Provincial agencies, in order to gather, analyze and disseminate technical and economic information to encourage awareness and greater use of the Seaway system.

The problem of promoting full utilization of current Seaway capacity and insuring adequate capacity in the future is complicated by the fact that the Seaway is an international waterway. The Corporation must

operate in close cooperation with its Canadian counterpart. In addition, no less important is the fact that the Corporation operates the only major inland waterway in the United States which is not funded by appropriations. All operational, maintenance, development and capital improvement costs are paid from tolls paid by users of the Seaway system.

The Saint Lawrence Seaway Development Corporation completed its most successful season since the Seaway was opened in the Spring of 1959. The past three years, especially, have proven that the Seaway, utilizing one of our country's greatest natural resources (the Great Lakes-St. Lawrence system) can and does provide a vital and economically viable transportation service for the highly industrial central heartland of the United States. Last year the Corporation retired \$4 million of its bonded debt out of record revenues of \$7.5 million. That amount brings the total debt paid since October 1970 to \$9.9 million.

Although the Saint Lawrence Seaway Development Corporation is a government agency, it is also a business competing in a market where price critically affects the movement of cargo. By improving the efficiency of its operations, and by continuing to promote the economic advantages of the Seaway to users and prospective users, the Seaway has built tonnage

volume in each of the past three years to an all-time high of 53.7 million tons during the last shipping season.

The Corporation, while justifiably proud of its past record of accomplishment, is optimistic about the future. Increasingly effective programs in the Offices of Comprehensive Planning, Systems & Economic Analysis, and Communications should contribute significantly to new records.

Systems and Economic Analysis

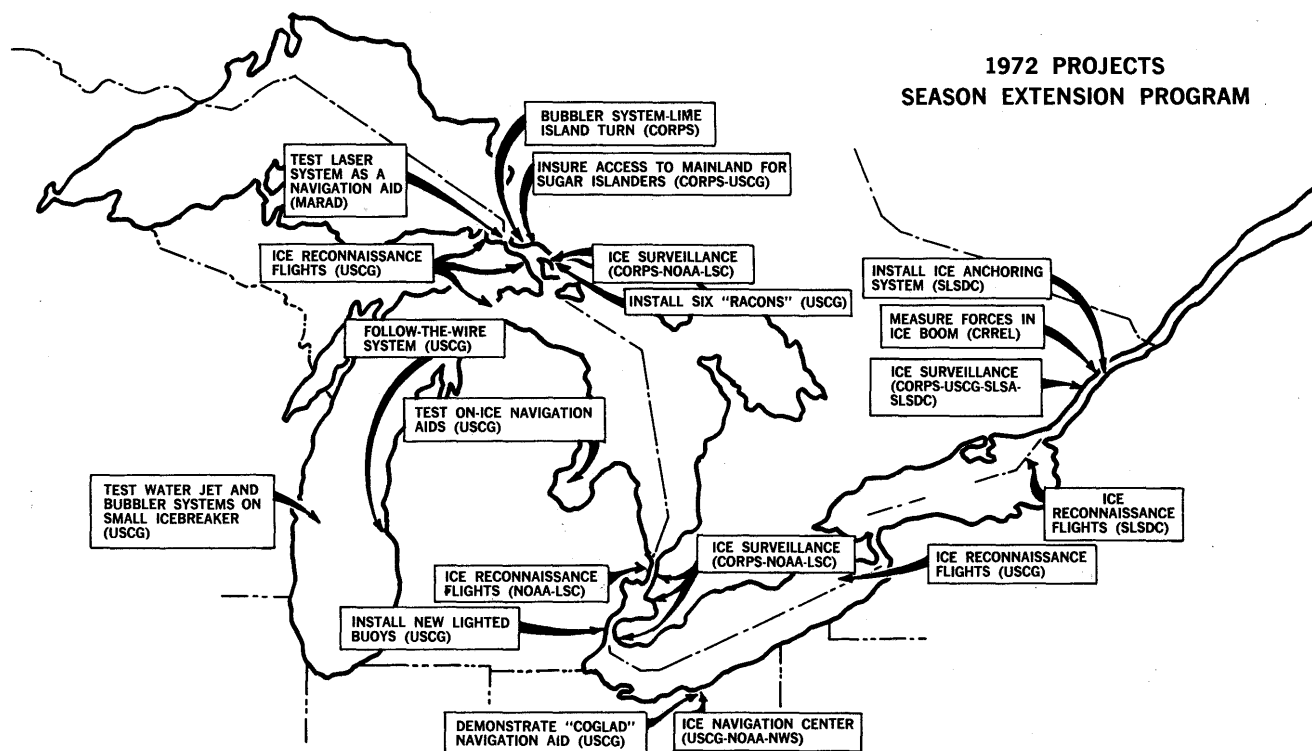
This office is the chief point of direct contact with the maritime industry, and U.S. and Canadian Federal Agencies involved with development of commerce on the Seaway and the Great Lakes.

Through increasing direct industry input, this office is attempting to survey the present System position in world markets, and determine its realistic potential, in order to develop general marketing plans for industry and overall improved System efficiency.

Major activities of this office in 1972 covered the following:

Great Lakes Ports Statistics Continues

The Corporation continued joint sponsorship of the Great Lakes Ports statistics along with the Department of Transportation and the Chicago Asso-



ciation of Commerce. The feasibility study of a lakes cargo feeder operation was completed and distributed through-out the industry.

Container Tare Weight Eliminated

Coordination with the Canadian Seaway Authority resulted in eliminating loaded container tare weight from the tolls tariff to further stimulate use of containers and a study of the recurring year-end traffic congestion with recommendations for resolving the problem.

Coordination with Great Lakes Interest Increases

OSEA participates in the Season Extension Demonstration Program through the Economic Evaluation Work Group and was active in planning for the Corporation participation in the Season Extension Seminar in Detroit in December 1972. This office represents the Corporation in many Department activities and private industry groups relating to trade and traffic through the system such as the International Association of Great Lakes Ports, the Great Lakes Task Force and its many member organizations.

1972 Traffic Forecast A Seaway First

OSEA handles technical inquiries regarding tariff application, Seaway rules and regulations and provides statistical and traffic data through individual requests and selective report requirements. Along with the joint U.S./Canadian annual traffic report, other reports issued by the office covered a traffic forecast for 1972, an in-house analysis of some investment aspects of the cargo feeder study, an analysis of the first Soviet grain sale, an estimation of Seaway revenue benefits to be gained from 30 days of season extension and a suggested vessel priority system for handling year-end traffic.

Origin And Destination Study Starts

Data from a major Census/DOT/Corps origin destination study was made available late in 1972 and is being reviewed now for SLSDC detailed commodity data publications in 1973.

Future efforts will concentrate on specific industry problems to maximize utilization of the system and further stimulate international commerce through information directed at present and potential users, physical

system improvements, and coordination of private and public bodies to develop, plan and implement system-wide improvements.

Comprehensive Planning

Within the Development Program the Office of Comprehensive Planning has major responsibility for leadership of the Corporation Navigation Season Extension Program, as well as for coordination with the multi-agency, Great Lakes-St. Lawrence Seaway Winter Navigation Season Extension Demonstration Program. Additional responsibilities include short and long range planning for efficient and full utilization of Corporation facilities, coordination with state, regional, and international planning organizations and for the development of long range plans for the Corporation.

Season Extension activities represented the major challenge and the major effort for Comprehensive Planning during 1972. As originally conceived, the St. Lawrence Seaway project did not contemplate navigation during those winter months when an ice cover normally forms on the St. Lawrence River. The major challenge, then, addressed by the Corporation in general and the Office of Comprehensive Planning in particular, is how to provide for winter navigation on the Seaway while still maintaining a stable ice cover on the river. Extension programs administered by the Office of Comprehensive Planning and integrated with the multi-agency Winter Navigation Program included work directed at ice control on the river itself, ice management in the Corporation's Eisenhower and Snell Locks, and improvement of navigation aids and navigation systems to allow navigation during a larger percentage of the day. Other programs were aimed at providing basic data on ice conditions and evaluation of the economic and environmental impacts of season extension proposed activities.

Specific projects worthy of special note include the design and award of a construction contract for a gate in the ice boom at Ogdensburg-Prescott, and the development of a scope of work and initial contract procedures toward a systems analysis of winter navigation on the St. Lawrence River from Montreal to Lake Ontario.

An Extended Navigation Season

A longer shipping season will spur

the industrial and commercial growth of the state and provinces bordering the Great Lakes. All-year operation of the Saint Lawrence Seaway system might well generate economic benefits calculated in the billions of dollars.

Recognizing this, the Congress in 1970 authorized and directed a three-year, multi-agency program to demonstrate "the practicability of extending the navigation season on the Great Lakes and Saint Lawrence Seaway." The program, called the Navigation Season Extension Demonstration Program, seeks ways to combat the problems of winter on the Seaway systems. Cooperating agencies, in the program's second year, are continuing a broad range of operational, data-collection and evaluation projects, from recording ice and water temperatures to breaking tracks through heavy ice for the passage of ships.

From the beginning, the Corporation has participated fully in formulating the program's objectives and in contributing both money and manpower to support its work. A Corporation official is a member and actively participates in the management of the Winter Navigation Board. This board is, of course, the governing body of the program. Other members of the Corporation serve on Working Committees. The Corporation is the lead agency of the Ice Control Work Group, one of the seven major program elements of the Demonstration Program.

In past years, ship movement through the Seaway in the spring and early winter has been determined primarily by the effects of the weather. Severe ice conditions, for example, delayed the 1972 opening for fourteen days while ships queued up in Montreal awaiting their turn to transit the Seaway. As the findings of the Demonstration Program are applied, the Corporation believes that the first result, for the Seaway, will be to reduce this dependency on weather conditions. Shippers need firm opening and closing dates for efficient deployment of vessels and routing of cargoes.

Foreign Trade at Port of New York-New Jersey in 1973

New York, May 20, (News from The Port Authority of NY & NJ):- The Port of New York-New Jersey handled 75,940,565 long tons of oceanborne and airborne foreign trade in 1973, an increase of 24.6% over 1972. The tonnages, which set a new high for the Port, were increased predominantly by bulk oil imports influenced by the energy crisis. Consistent with the national trend, general cargo exports increased—both in container and conventional breakbulk vessels—as American businessmen took advantage of worldwide economic conditions to sell more goods abroad.

Last year's tonnages were valued at \$29.3 billion, 27.9% more than the \$22.9 billion valuation of 1972.

Oceanborne trade totaled 75,473,031 tons, up 24.7% from 1972. Airborne shipments amounted to 467,534 long tons, an increase of 11% over 1972.

The Port's 1973 tonnage figures were made public today by William J. Ronan, Chairman of The Port Authority of New York and New Jersey. The figures are based on data obtained from the Bureau of the Census, U.S. Department of Commerce, as analyzed by the Port Authority.

"The Port Authority has made contributions to these increased trade volumes in three important areas," Dr. Ronan said. "One is the provision of expanded shipping facilities at its marine terminals—particularly the modern container facilities at the Port Newark/Elizabeth complex and the breakbulk piers in Brooklyn—as well as the great air cargo terminals at John F. Kennedy and Newark International Airports. Another is through the continuing efforts of our Trade Development team of shipping experts based in important industrial centers in the United States and overseas to obtain routings of cargoes through the New York-New Jersey Port. The third is through the consolidation of administrative activities for foreign trade which has taken place at The World Trade Center."

OCEANBORNE TRADE

General Cargo

The Port's oceanborne general cargo volume of 16,231,087 tons was up 9.1% from the 14,883,430 tons of such cargoes handled in 1972.

This increase was primarily due to general cargo exports, which reached 5,836,678 tons, 21.3% from 1972. The growth of exports in 1973 throughout the nation as well as the bi-state Port can be attributed to a unique combination of factors favorable to export trade last year; the sharp devaluation of the dollar and the explosion of worldwide prices coupled with the U.S. domestic price controls.

Major gains in exports occurred in iron and steel scrap, up 26.2%, and plastic materials, up 39.4%. In addition, gains were posted by hydrocarbons, up 43.8%; steel plates and sheets, up 39.0%; paper and paperboard, up 22.0%; and specialized machinery, up 17.0%. Among the top ten general cargo export commodities, the only commodity to decline was inedible tallow, down 16.1%.

The region's general cargo imports rose moderately in 1973 to 10,394,409 tons, up 3.2% from 1972. The bi-state Port's imports of basic food commodities were strong. For example, coffee rose 14.9%, and sugar 10.1%. Other commodities posting sizable gains were non-metallic minerals, up 83.5% and newsprint, up 22.1%.

Vegetable oils sustained the greatest relative decline among the top ten commodities, down 14%. Lesser declines were sustained by motor vehicles, down 7%; lumber, down 2.9%; cement, down 2.2%; and alcoholic beverages, down 0.1%.

Bulk Cargo

The Port's bulk cargo surged forward strongly in 1973 to 59,241,944 tons, up 29.8% from 1972.

The increase reflects primarily a sharp rise in petroleum imports which

rose 13.4 million tons or over 30% to 56.6 million tons. This reflects the impact of the energy crisis as crude oil imports climbed 6.3 million tons to 17.7 million tons, while distillate oils, which include home heating fuels, rose 6.3 million tons to 19.9 million tons. In contrast, residual oil imports edged downward slightly, from 14.8 to 14.2 million tons.

AIRBORNE TRADE (deleted)

VALUE OF FOREIGN TRADE

In terms of value, the New York-New Jersey gateway dominates United States foreign trade. The value of the bi-state Port's foreign trade—ocean and air—has increased sharply in recent years. For example, total combined value jumped from \$13.7 billion in 1965 to \$29.3 billion in 1973, up 113.9%. This rise reflects increased volumes as well as inflationary factors.

Increases in the value of both oceanborne and airborne shipments contributed to this rapid rise during the eight-year period. Oceanborne value rose from \$11.4 billion in 1965 to \$20.6 billion last years, up 80.7%. Airborne value rose even more sharply between 1965 and 1973, from \$2.3 billion to \$8.7 billion, up 278.3%.

*9th IAPH Conference
1975
Singapore Beckons—*



Towards Greater International Port Co-operation

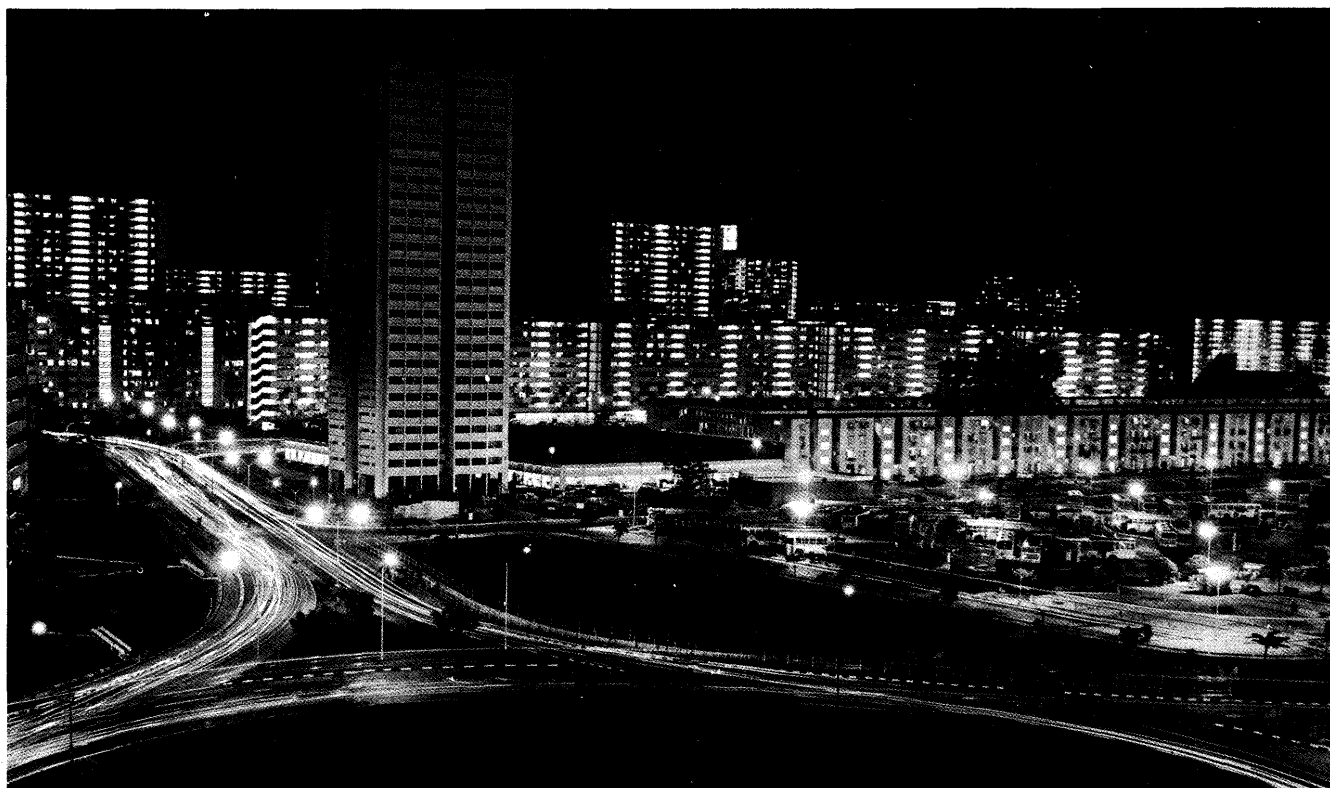
The 9th IAPH Conference in Singapore is barely eight months away and in this issue we would like to focus on some of the topics that will be discussed during the Conference.

The Executive Committee at its

meeting in Wellington, New Zealand, unanimously accepted the Conference theme as proposed by the Port of Singapore Authority:—"Towards Greater Port Co-operation."

Along this theme, the Conference

deliberations will include a session on port co-operation in the promotion of international trade, transport and shipping. Another session will look into how co-operation could contribute towards greater efficiency in manage-



Toa Payoh—one of Singapore's largest public housing projects.

ment and the development of facilities.

A third session will explore ways and means of preventing and combating water pollution and crime in harbours.

Another area to be looked into will be how ports could jointly work towards revenue evaluation.

Apart from these, there will be the discussions of the various committees and working sessions.

But it will not be "all work and no play" during the Conference in Singapore from March 8 - 15. An interesting social programme has been drawn up for delegates as well as a special programme for their ladies.

As announced before a highlight in the programme will include a "Satay Nite" and Cultural Show, during which participants will be treated to satay - delicious roasted meat served "shish-kebab" style and a host of other dishes typically associated with Singapore, Malaysia and Indonesia. Add to this a variety of colourful song and dance items depicting the region's rich heritage and you get an evening to remember.

Other interesting items will include a "Singapore by Night tour", a picnic on an island and a Golf tournament to play for the IAPH President's Trophy.

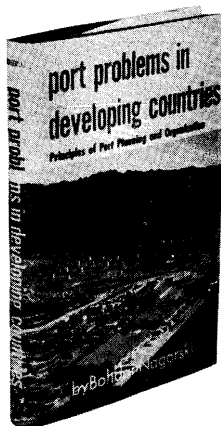
The ladies, apart from the above functions, will have in addition a special programme arranged for them - including shopping, sightseeing and flower arrangements while their men are engaged in more serious matters during the Conference deliberations.

The attractive programme planned plus a highly interesting Conference theme make the 9th Conference in Singapore from 8 - 15 March 1975 one which should not be missed. (Port of Singapore Authority)



↑ Haw Par Villa, a "must" for tourists in Singapore, will be
↓ included in the tour programme for the 9th IAPH Conference.





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Orbiter Probe

Topics

LASH up on BACAT

London, 10th May (ICHCA Press Information):—One hundred and seventy-five ICHCA delegates have heard how the present BACAT system had been adapted from that which had been envisaged in the initial planning stages. A member of the BACAT planning team explained how, in retrospect, preference in negotiations and systems design, should have been given to the Rhine Delta requirements as the more important inland waterway area, rather than to the U.K. end of the operation.

Mr. A. Wepster, of the Stichting Nederlands Maritime Instituut, Rotterdam, was discussing the planning of BACAT, under the general title of "Matching Theory with Practice". He was addressing the conference "Joining Hands in Cargo Movement", organised by the Belgian and Netherlands sections of ICHCA, in Breda, Netherlands.

The opportunity of using BACAT as a feeder service for LASH ships, and the fact that not all of the cargo could be loaded into BACAT barges at an internal inland waterway terminal, had meant that three LASH barges had been substituted for eight BACAT barges in the mother ship's carrying capacity. Indeed, the second BACAT ship has been designed solely for the carriage of LASH barges.

Another speaker told the conference about the impact which the advances in inventory control and warehousing were having on the Physical Distribution chain.

Mr. Akkermans of Ahlers N.V., Antwerp, criticised the transportation sector in the physical distribution of goods. It had remained "immobile" with respect to the changing demands brought about by the proliferation of product lines, and the ensuing increase in distribution costs in recent years, he said. In his view, a 'transport man' was not necessarily the best physical distri-

bution manager.

Mr. J. Rathé, Marketing Manager of an industrial manufacturing company, criticised the lack of flexibility which modern transport systems gave the shipper.

Although there were many recognisable advantages in unitising, it was increasingly difficult to do partshipments; to accept smaller orders; or to switch back to conventional shipping. Consolidated containers do only part of the job, since they are generally unstuffed at the port of entry.

Professor Prins of Delft University gave the delegates a well illustrated introduction to the systems approach to transport systems and activities. He described how infrastructures will have to be adapted to new developments in cargo handling. Solutions to the complex transport problems can only be found by team work between people of different disciplines, he said.

The final paper, given by Mr. J. van Brakel of Unitcentre B.V., Rotterdam, described Data Flow in Cargo Movement. He gave a blow-by-blow description of how computer systems track a container from its arrival at the terminal, until it is loaded aboard the vessel. Mr. Brakel's admirable use of the excellent visual aid facilities at the Breda congress centre gave delegates a clear picture of how such control is achieved.

ICHCA's Air Cargo Section formed

London, April (ICHCA Press Information):—An Air Cargo Section has been formed by ICHCA, the international Cargo Handling Co-ordination Association, which has its headquarters in London.

The decision to create a section to specifically cater for the airfreight industry - taken at a meeting held in London recently to which some 20 representatives of airlines, forwarders, shippers and consultant were invited

to attend - has been welcomed by the industry. The move is in keeping with ICHCA's new-look policy encompassing all areas and facets of the freight handling industry from origin to destination by all modes of transport.

In his inaugural address, Mr. R. P. Holubowicz, ICHCA's Executive Board and Council Chairman, said that ICHCA had always followed, with great interest, the development of the air cargo industry. In particular, that whilst in some respects airfreight handling was more advanced in relation to the maritime sector of the industry, it was nevertheless encountering problems of a similar nature to those which had been met, and successfully solved, by the maritime cargo handling industry in the past.

It was felt, he said, that ICHCA should seek to develop its co-ordinating activities in the air cargo sector, to the mutual benefit of all concerned. He envisaged the new Section operating independently in the consideration of problems peculiar to the air cargo industry, but it would follow ICHCA's organizational pattern by involving not only air carriers but airframe manufacturers, freight forwarders, airport authorities, freight handlers - in short all those interests affected by, or who can have effect upon cargo handling efficiency.

Following the election of a temporary chairman - Mr. Chr. Overhoff, (Gateway Consultants, Holland) - terms of reference, membership and organisation were discussed. It was agreed that the objectives of the Section would be to provide a forum for the international air cargo industry where the problems of handling and moving air cargo could be discussed. It was suggested, furthermore, that such discussions would serve to highlight problem areas and, where possible, provide mutually acceptable solutions to all interested parties.

While precise details will be announced later, it was suggested that technical matters to be examined should include terminal design; interface problems before and after aircraft delivery; aircraft support equipment; container manufacture and problems preventing their interchange; liaison with and advice for, forwarding agents in the handling and utilisation of equipment; documentation and relations with Customs and other allied

(Continued on Next Page Bottom)

NPC Book :

Port Investment in Unit Load Facilities

NPC Survey of Container and Roll-on Berths

Since 1966 British ports have invested over £130 million in specialised berths for container and other unit load traffic. Of the total, £93 million has been spent on lift-on berths for container services and £38 million on facilities, usually less costly, for roll on/roll off traffic.

These figures are given by the National Ports Council in their latest survey of Britain's container and roll-on traffic and port facilities*.

The new publication includes an up-dated list of all available unit load berths at British ports: at the beginning of 1974, 148 such berths were available, 72 of them 'lift off' terminals, including 22 deep-sea gantry berths, the remaining 76 being roll-on berths.

Prepared in response to a large number of enquiries from shipping companies, the Council's latest inventory of facilities includes details of the kind of equipment available at each berth, the length of quay and depth of water, and whether each berth is in an enclosed dock or tidal.

Traffic figures for 1972 (the latest available) show that 21.9 million tons of container and roll-on traffic passed through specialised berths at British ports, compared with 18.4 million tons in 1971. Of the 1972 total almost 10 million tons - 45.6 per cent - passed through roll-on berths. A special Council survey reveals that one half of all road goods vehicles/trailers are accompanied by their drivers.

A survey of berth throughputs at North European deep-sea container

*Container and Roll-on Port Statistics, Great Britain, 1973: Part 2. Published by the National Ports Council, Commonwealth House, 1-19, Now Oxford Street, London, WC1A 1DZ. Price £2.50.

authorities.

Among those in attendance were representatives from British Airways, Alitalia, Iberia, El Al, the British Shippers' Council, Air Cargo Research Institute, as well as management consultants with air cargo interests.

terminals shows the British ports are second only to Rotterdam in berth utilisation. Expressed in terms of annual tonnage per meter length of quay, the ten main British container ports (Bristol, Clyde, Felixstowe, Forth, Hull, Liverpool, London, Manchester, Newport and Southampton) achieved an average throughput of 1,107 tonnes, compared with West Germany, 743 tonnes; Holland, 1,456 tonnes (Rotterdam achieved 1,733 tonnes); Belgium, 804 tonnes; and France, 645 tonnes. All figures relate to 1972.

Aspects of unit load services covered by the new publication include: container utilisation; container penetration of general cargo traffic on the North Atlantic; driver accompanied road goods vehicles; berth availability; berth construction times, and berth throughputs.

Baltimore delegation arrives in Tokyo

Tokyo, May 18 (Port of Baltimore News Release, Tokyo Office):—A delegation from the port of Baltimore is currently in Tokyo as part of an intensive 30-day, around-the-world trade tour to major shipping and commerce centers.

Comprised of representatives of the Maryland Port Administration, an agency of the Maryland Department of Transportation, the delegation will spend a total of five days in Tokyo meeting with important members of the Japanese shipping community.

Among those participating from the MPA are W. Gregory Halpin, deputy port administrator; Joseph J. Giancola, director of trade development; Eldered N. Bell, Jr., director of transportation; Martin C. Pilsch, Jr., director of terminal operations; and Tadanobu Watanabe, director-Far East and Takatoshi Ozaki, Assistant, from the MPA's Tokyo trade development office.

The Tokyo office is one of four overseas and eight overall locations which are operated by the MPA on

behalf of the port of Baltimore. The other regional offices are in London, with a branch office in Birmingham; Brussels; Hong Kong; Baltimore; Pittsburgh; New York; and Chicago.

As part of their Tokyo activities, Mr. Bell will conduct a seminar for major trading and shipping customers at the Tokyo Kaikan. The topic of the seminar will be East Coast transportation modes.

The trade representatives departed Baltimore on May 4 to begin their tour. Prior to arriving in Tokyo, they previously visited and met with shipping officials in Birmingham and London; Brussels; Zurich; and Moscow.

Following their stay in Tokyo until May 22, the trade delegation will proceed to Taipei, Hong Kong, Kuala Lumpur, Singapore and Manila before returning to Baltimore on June 2.

The extensive trade development tour is being undertaken by the trade representatives for the purpose of soliciting additional cargoes for Baltimore, the nearest North Atlantic port to the large producing and consuming centers of the U.S. Midwest.

Japan is a particularly important stop on the tour itinerary as Baltimore's largest trading partner in Asia.

New Harbour Commissioner appointed

Toronto, Ontario, Canada, April 11 (Toronto Harbour Commissioners):—Anthony J. Ormsby, 47, chairman of Dover Corp. (Canada) Ltd., has been appointed to the Toronto Harbour Commissioners for a three-year term by the Canadian Government.

The appointment was made on the recommendation of the Metropolitan Toronto Board of Trade.

A chartered accountant, Mr. Ormsby said that he was not joining the Harbour Commission with any preconceived ideas. "But I believe the port is a terribly important asset to the business community of Toronto."

Mr. Ormsby holds directorships with D.M. Best and Co. Ltd., Dover Corp. (N.Y.) and Hamilton Porcelains Ltd. He is also president of the Georgian Bay Association, an organization of ratepayer groups involved in the development of proper planning for the shoreline of Georgian Bay.

"Container Marketing Study" is published

Baltimore, Md., April 17 (News from Maryland Port Administration):—In a major expansion of service to shippers who use the port of Baltimore, the Maryland Port Administration today published the first edition of its "Container Marketing Study" after two years of preparation.

The 30-page study is a detailed sampling of export container traffic moving through the port's Dundalk Marine Terminal. It includes the state of origin of such cargo, the commodity, destination, weight and number of containers per each commodity.

In addition, the study presents valuable graphs and general statistical information relative to overall container activity at Dundalk, which handles about 75 per cent of Baltimore's port-wide container and trailer traffic.

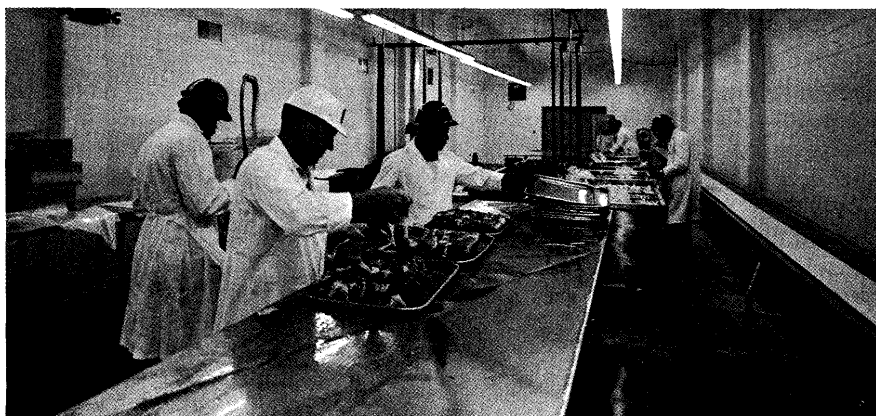
The Container Marketing Study represents the initial stage of a broad based market research effort by the MPA, an agency of the Maryland Department of Transportation. The quarterly volume is believed to be the only study of its type offered by a major port on a regular basis to its customers.

According to the Port Administration, it is planned that the study be issued no later than two weeks after the end of the preceding three-month period to insure timeliness. The first edition of the study covers the first quarter of 1974, January through March.

Each quarterly edition will have cumulative container freight totals at Dundalk for the entire year to date. The graphs will detail export container movements through the terminal to three major trade areas: the Far East, Mediterranean and North Europe.

Plans for the creation of the Container Marketing Study were first announced on October 12, 1972. On that date, during an address before a group of shippers at New York's Whitehall Club, Maryland Port Administrator Joseph L. Stanton described the study as an important part of the "Baltimore Era," resulting in "information never before available to international shippers."

The study, which represents the culmination of almost two years of research, compilation and planning by



Charleston, S.C., April 24 (South Carolina State Ports Authority):—The first frozen meat inspection at the South Carolina State Ports Authority's new \$165,000 plant gets under way as U.S. Department of Agriculture inspectors and ports authority employees examine imported meat at North Charleston Terminal. The new facility more than doubles inspection capacity at the Port of Charleston, where more than 61 million pounds of meat was processed during 1973.

MPA marketing, container and economic development personnel, is expected to be an invaluable tool for the port's container shippers in many areas, particularly in terms of planning better services and providing research material for possible solicitation efforts.

Copies of the Container Marketing Study have been distributed to Port Administration trade development offices in Baltimore, New York, Pittsburgh, Chicago, Brussels, London, Tokyo and Hong Kong, for dissemination to shippers who use Baltimore.

New grain conveyor saves loading time

Beaumont, Texas, March 26 (News release from The Port of Beaumont):—Turnaround time for vessels loading grain at the 3.5 million bushel grain elevator owned by the Port of Beaumont has been cut significantly with the recent completion of a \$1,399,000 capital improvement program.

The elevator is leased and operated by Continental Grain Co.

The installation of a third 19-inch "en masse" Buhler shipping conveyor raised the design capacity of the elevator's ship load-system from 50,000 bushels per hour to 80,000 bushels per hour, a more than 50 per cent increase.

The improvement program also included the installation of a new high capacity grain cleaning system making it possible for the elevator to clean soybeans at an increased rate of

30,000 bushels per hour.

A third phase of the multipurpose improvement program was the installation of a dust and air pollution control system which meets all existing or anticipated local, state or federal minimum requirements.

The Port of Beaumont established a precedent with the installation of the Buhler loading system at the grain elevator which was completed 11 years ago. It was the first such system to be installed at a United States export grain elevator and it received worldwide attention.

Trade Conference

Charleston, S.G., April 10 (South Carolina State Ports Authority):—U.S. Deputy Undersecretary of Commerce for Legislative Affairs George J. Pantos and South Carolina Governor John C. West will be featured at the South Carolina Governor John C. West will be featured at the South Carolina International Trade Conference in Charleston, May 22-24.

The governor will speak at a luncheon May 23, and Mr. Pantos will climax the event with an address May 24.

The conference theme will be "South Carolina—Gateway to World Commerce." Registration at conference headquarters, the Mills Hyatt House, will begin at 3 p.m. May 22. A reception for early arrivals will be held at 6:30.

Four panel discussions will be held during the morning hours of May 23

and 24. The sessions will feature two moderators and 16 panelists, widely-known leaders in a cross-section of businesses involved in international trade.

Special afternoon and evening events will include a narrated boat tour of Charleston Harbor, followed by a social hour and seaside buffet May 23, and a special ladies' program and golf tournament May 24.

The grand final will be the Propeller Club National Maritime Week banquet the evening of May 24.

News from Port of Galveston

• **Lykes using container terminal:** Galveston, March 27:—Lykes Bros. Steamship Company, Inc., has agreed to pay the Port of Galveston a minimum of nearly \$500,000 over the next several years for use of Galveston's East End Container Terminal.

In related actions, the port and Lykes adjusted or merged into the new lease earlier agreements covering several barge-handling facilities on both sides of the Galveston Channel.

The entire package, approved by the port board and Lykes officials, now is before the Federal Maritime Commission for review. The pact calls for Lykes to pay a minimum sum of \$488,980.50 at not less than \$100,000 per year for non-preferential call at the Wharves' East End Container Terminal.

"An important aspect of this package is that port revenues from Lykes' usage is expected to exceed the minimum guarantee, and we look forward to good business for Lykes as well as the Port of Galveston," said C.S. Devoy, Executive Director.

"We have indicated to you that we will continue to maintain our operation of SEABEES (barge and container-carrying ships) through Galveston," said R. E. Berkefeld, Vice President, West Gulf Division for Lykes.

• **Deepwater Onshore Superport Concept:** Houston, April 4:—A deepwater onshore superport concept offers clear-cut economic advantages—running over \$1 billion annually by 1985—in contrast to an offshore single-purpose crude-oil-only monobuoy system.

This was one of the major points advanced April 2 in a new economic study of an onshore superport by the Industrial Economics Research Divi-

sion of Texas A & M.

In a related report on the environmental effects of an onshore port, the research team found that while the plan was a major environmental modification, "the deterrents to a deep draft channel are not overwhelming."

In introducing the researches responsible for the new reports, C.S. Devoy, executive director of the Galveston said: "In addition to potential cost advantage in investment, maintenance and delivered cost of product, the economic impact spelled out in the A & M report has significant meaning for metropolitan Houston and all of Texas." Devoy is also current president of the hemispheric port trade association, the American Association of Port Authorities.

Findings were presented in a press conference at the World Trade Club of the Port of Houston. The economic study was the work of D. M. Bragg. The environmental report was presented by Dr. Roy W. Hann, Jr.

Predicting new growth in the Houston regional megalopolis, the report cited transportation economies made public for the first time in the export and import of dry bulk commodities in addition to crude oil movements. The report zeroes in on bulk coal, iron ore, aluminum ore, limestone, sand, and gravel as potential megaton loads for super carriers which could use the proposed deepwater facility in lower Galveston Bay.

• **Onshore multi-purpose port:** New Orleans, April 9:—The energy crisis is but one phase of a many mineral chain of shortages facing the United States. A positive way to meet this challenge is to dredge one or more deep-draft multi-purpose harbours.

This was the thrust of testimony presented today to the U.S. Army Corps of Engineers Advisory Committee for National Dredging Study by Charles S. Devoy, executive director of the port of Galveston and president of the American Association of Port Authorities. The meeting here is part of a year-long study being conducted by Arthur D. Little Inc. as research into long-term Corps dredging policy.

In presenting the case for an onshore multi-purpose port, Devoy attacked the offshore single-purpose monobuoy concept as a "crash program type solution."

"The same economy of using large ships to transport crude oil applies to

(other) commodities," Devoy said. "It is essential that we begin now to provide port capability for future growth of traffic. A deep draft onshore terminal at Galveston can serve the needs of the refining and petro-chemical industry of Texas. It can also serve the southwestern and midwestern United States for the import and export of dry bulk materials."

For that reason, Devoy explained, Galveston is proposing an initial two-year program to provide a 60-foot channel dredged to a point 37 miles off shore. Shore-side installations would accommodate three 1400-foot crude oil or bulk carrier ships.

Navigation and channel projects such as this have generally been designed and constructed by the Corps with federal funding, Devoy said. "It is our opinion that this project should also be funded in this manner. Unfortunately, the time lag on new federal navigation projects is from five to 10 years and a project of this urgency requires faster action."

"We have, therefore, been forced to seek an alternative method of financing. The channel deepening improvement will be financed in total by a port revenue bond issue guaranteed by the users. The maintenance of the improvement will necessarily be built into the tariff for usage of the deepwater facility."

"If the project cannot be built with federal funds, then the use of tax free municipal bond financing must produce the lowest throughput costs. Comparisons can be made on a national benefit basis of the ultimate cost to the consumer."

"The life of the channel," Devoy said, "would be 100 years. Maintenance factors are overwhelmingly in favor of the deep channel."

New counsel appointed

Houston, Texas, 3/25/74 (Port of Houston News Release):—F. William (Bill) Colburn has been named Counsel for the Port of Houston Authority, replacing David C. Redford who left to join the law firm of Thompson, McCullough and Redford.

Colburn comes to the port after seven years as senior assistant city attorney and section chief in the City of Houston's legal department. After

graduation from high school in Beaumont, Colburn spent four years in the Air Force before receiving Bachelor of Business Administration and Bachelor of Law degrees from the University of Texas.

He worked for the San Antonio law firm of Morriss, Morriss, Boatwright and Lewis for two years before moving to Austin with the Liquidation Division of the State Board of Insurance. He then spent six years in the Attorney General's office as Assistant Attorney General and Section Chief in the Highway Division.

In his new position, Colburn will supervise handling of all legal matters for the Port of Houston Authority.

Colburn and his wife, Mary Ann, have two sons, Lee, a cadet at the United States Air Force Academy, and Ryan, a senior at Westchester High School.

Wanted, a "ramp"

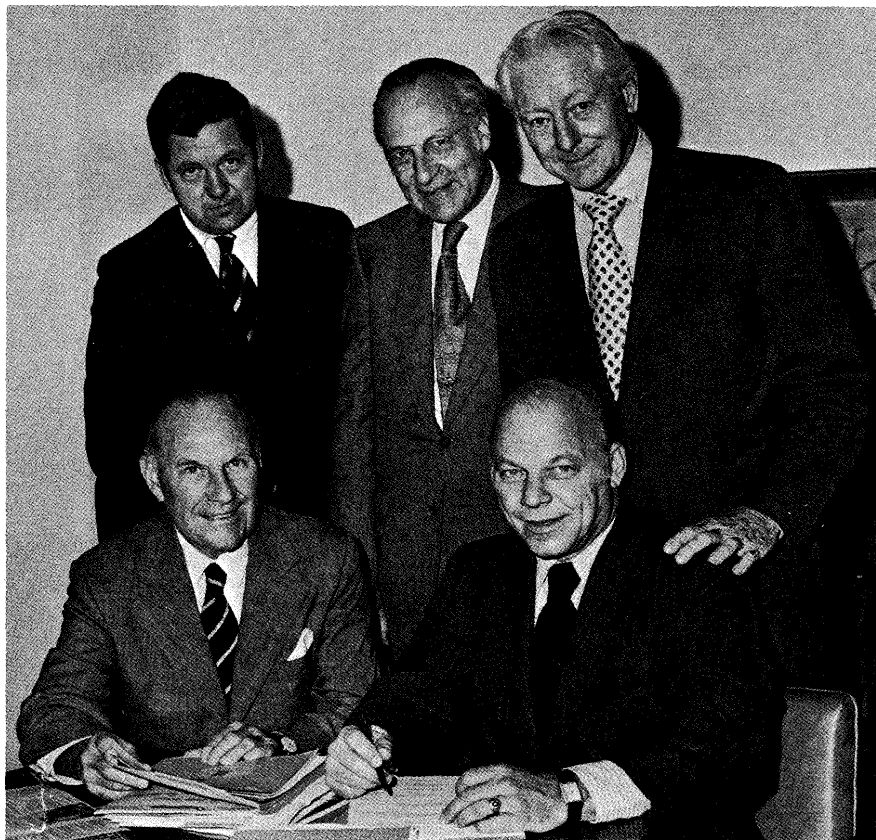
Los Angeles, May 1 (Port of Los Angeles):—Los Angeles and Long Beach harbor representatives have been conferring with the three major Western railroads for a cooperative facility in the port area that would permit the handling here of thousands of units of containerized cargo now being diverted to other West Coast ports, Nate DiBiasi, vice president of the Los Angeles Board of Harbor Commissioners, has reported.

The Port officials have asked the Santa Fe, Southern Pacific and Union Pacific railroads for a "ramp", or large area in or near the harbors, where containers can be taken from any terminal in either Port for loading onto trains actually being made up for a trip east. A specific location for the ramp is a major consideration, since it should serve both ports and the three rail lines equally well.

Presently, the eight by eight by 20 or 40-foot-long steel or aluminum containers are put on truck beds or individual rail cars and taken to separate railroad ramps in Los Angeles.

Cost and time for the trips to central Los Angeles impose a severe disadvantage on California ports compared to Northern California and Pacific Northwest Harbors, DiBiasi said. Many of these areas have railroad ramps in or very near their ports.

Shippers involved with cargo intended for interior, East Coast and



New York, N. Y., April 25 (48th Annual Propeller Club Convention and American Merchant Marine Conference):—Leading shipping officials make plans for the 48th Annual Convention of the Propeller Club of the United States and the 1974 American Merchant Marine Conference to be held in New York October 16 through 18. Maritime executives from 60 American ports and 13 foreign ports are expected to attend the Convention and Conference at the Waldorf-Astoria Hotel. Seated (left to right): James P. McAllister, President of McAllister Brothers, Inc., who is General Convention Chairman; and Captain Robert E. Hart, USN, (Ret.), President of the Marine Index Bureau, Deputy Convention and Conference Chairman. Standing (left to right): Edward J. Heine, Jr., President of United States Lines, Inc., and Chairman of the American Merchant Marine Conference; Jasper S. Baker, Vice President of United Fruit Company and National President of the 12,000-member Propeller Club of the United States; and Francis J. Barry, President of Circle Line, Inc., and Coordinating Committee Chairman of the Convention and Conference.

The Propeller Club of the United States was formed as a national organization in 1927 to promote and support an American merchant marine, including all American flag commercial craft in foreign and coastwise service, and on inland waterways.

European destinations, or overland common points (OCP), are diverting these containers to ports with less expensive transfer charges.

"The railroads also are involved," DiBiasi added, "since these shippers

are using different railroads, too, by diverting to other ports."

Port officials have met with executives of the three railroads both at the local level and at railroad headquarters in Chicago, San Francisco and Omaha.



San Francisco, Calif., 5/9/74 (Marine Exchange of the San Francisco Bay Region):—We have all used expressions in the past which colorfully depict the improbability of a given situation. As “unlikely as snow in Hawaii, water skiing in the Sahara, or a ship from Switzerland” are examples. Well, with the recent maiden voyage arrival of the Swiss registered MV ASCONA, at least one of these expressions has given way to reality! To officially welcome vessel master Captain A. Gertsch (left), were Miss Maritime, Marlene Pituch, representing the Marine Exchange; and Ron Good, assistant manager for Crescent Wharf and Warehouse Co. The 15,000 DWT vessel was berthed at Crescent’s Alameda facility. It will have a regular run between the west coast and Europe and carries general cargo or up to 200 containers. Registered under Alpina Reederei, A.G., the vessel is chartered to Hanseatic-Vaasa Line. Williams, Dimond & Co. are the local agents. (We have it from reliable sources that it will very seldom call at its registered country origin!).

Delegate to CAPA

Los Angeles, Calif., March 26 (Port of Los Angeles):—Nate DiBiasi, vice president of the Los Angeles Board of Harbor Commissioners, has been named by the Board to represent the Port as a member of the Southern California Liaison Committee to the California Association of Port Authorities (CAPA).

DiBiasi, also a Longshoremen’s and

Warehousemen’s Union official, and the Los Angeles Harbor Department general manager will meet with representatives of the ports of Hueneme, Long Beach and San Diego.

The group will discuss matters of concern to the Southern California ports and make recommendations to the CAPA advisory committee.

For more channel deepening budget

Los Angeles, Calif., April 10, (Port of Los Angeles):—Members of the Los Angeles Board of Harbor Commissioners may attend Congressional sub-committee hearings on public works on April 30 and May 1 in Washington, D.C.

Along with Harbor Department staff, the Commissioners will present testimony for an allocation of \$840,000 by Congress to the U.S. Corps of Engineers to continue the work of the hydraulic model study of San Pedro Bay, located at Vicksburg, Miss.

The project is a major effort by the Port of Los Angeles to deepen its channels and expand its Terminal Island area. Presently the President’s budget has proposed only about half of the request.

The Los Angeles Harbor Commission’s trip is part of a program coordinated by the California Marine Affairs and Navigation Conference (C-MANC) to make members of Congress aware of the needs of the state’s ports.

C-MANC also hosts a Golden State luncheon at which about 300 senators, representatives and government agency representatives attend.

On the return trip, Port representatives will visit the Corps of Engineers waterways testing station at Vicksburg to view the hydraulic model. The model is a 46,000-square-foot replica of the San Pedro Bay which will show what effects proposed changes at the Port of Los Angeles will be like.

All five Los Angeles Harbor Commissioners expressed interest in attending the sub-committee meetings and visiting the hydraulic model at Vicksburg. Schedules permitting, all may attend along with Fred B. Crawford, Harbor Department general manager, Lawrence L. Whiteneck, chief harbor engineer and Glenn Hughes, Legislative Analyst for the Harbor Department.

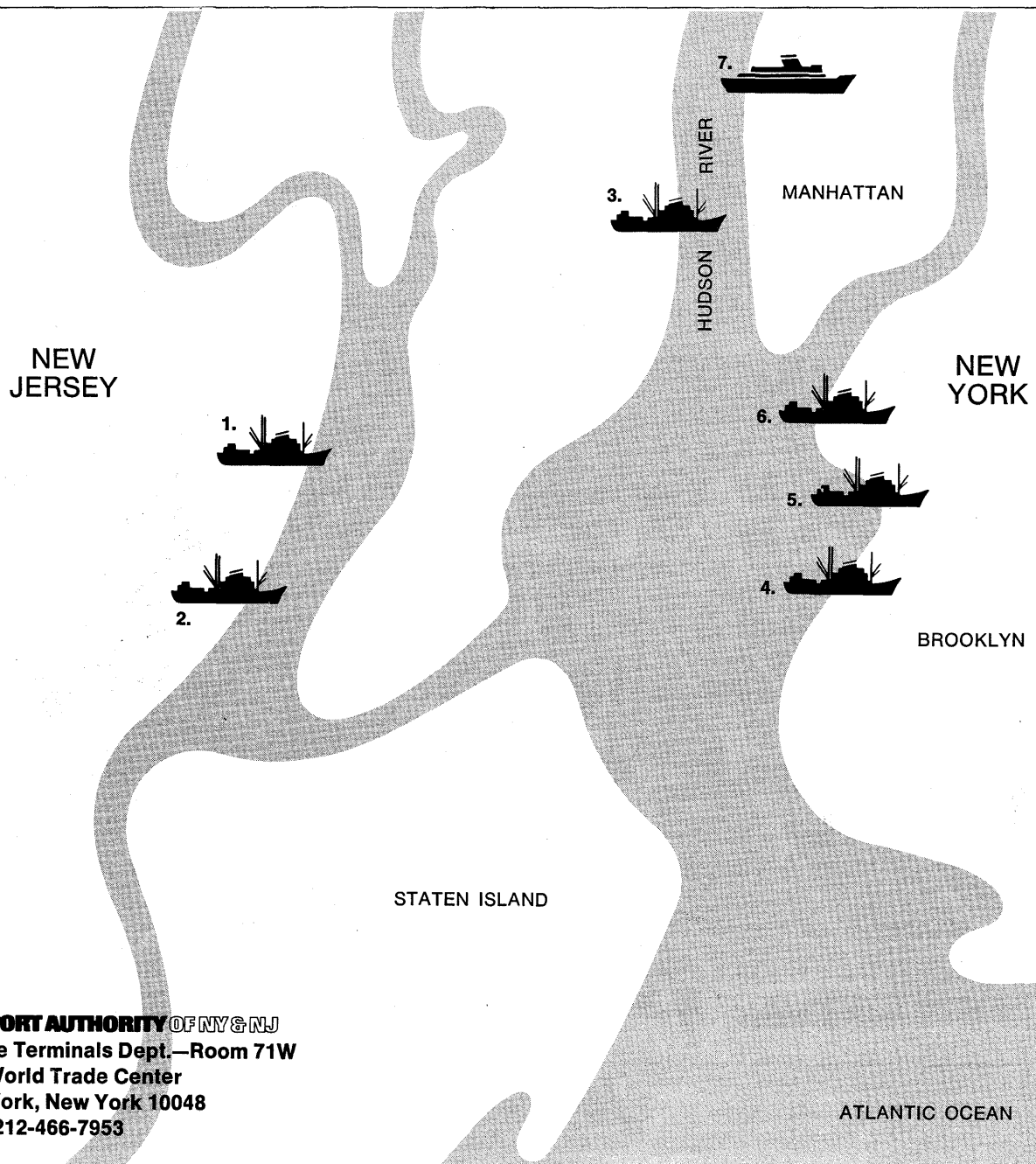
Port master planning

Los Angeles, Calif., April 22 (Port of Los Angeles):—Master Planning Considerations for the Port of Los Angeles, a paper prepared for the Los Angeles metropolitan section of the Society of Naval Architects and Marine Engineers (SNAME) by a Port staff member, has been selected to

(Continued on Page 41)

Port Authority Marine Terminals The Most Efficient Marine Terminals Serving The World's Commerce.

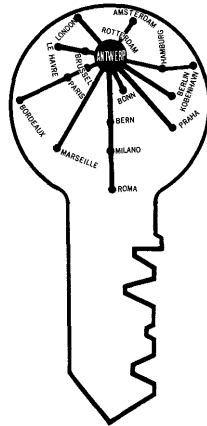
1. Port Newark Newark Bay, Newark, New Jersey
2. Elizabeth-Port Authority Marine Terminal Newark Bay, Elizabeth, New Jersey
3. Hoboken-Port Authority Marine Terminal Hoboken, New Jersey
4. Columbia Street Marine Terminal Brooklyn, New York
5. Erie Basin-Port Authority Marine Terminal Brooklyn, New York
6. Brooklyn Port Authority Marine Terminal Brooklyn, New York
7. The Passenger Ship Terminal



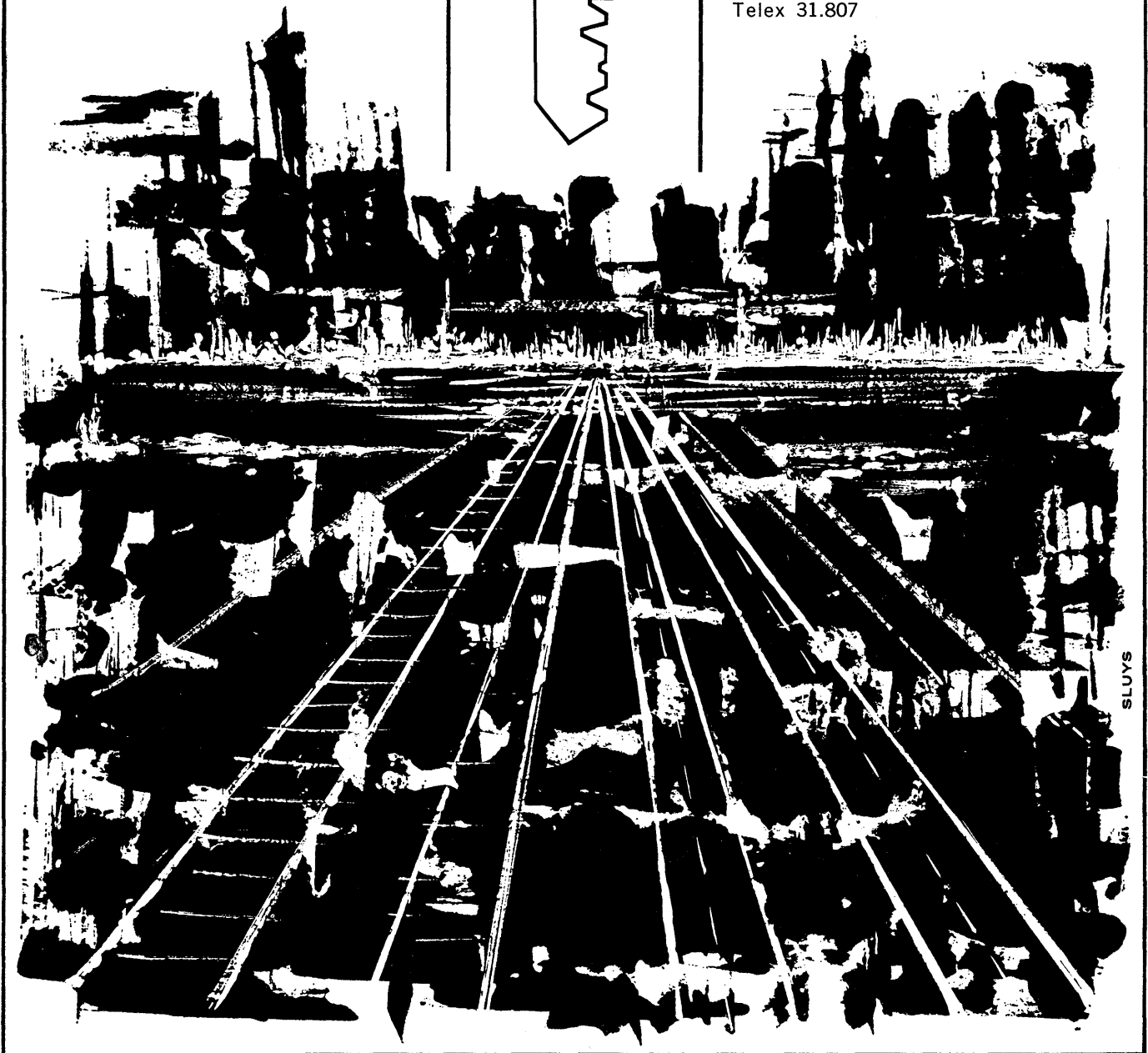
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SLUYS

(Continued from Page 38)

enter the nation competition of that organization.

The paper written by Donald A. Walsh, the Port's director of planning and research, was presented to the local chapter of SNAME last September at a monthly meeting.

Walsh's paper was selected from those submitted at the monthly meetings, and now will be judged along with one from each of the other 14 sections of SNAME, located in the U.S. and Canada.

The winner in the national SNAME competition will receive the Admiral Cochrane award, which includes a small honorarium.

In his report on master planning considerations for the Port of Los Angeles, Walsh defines master planning in general, notes establishing and objectives, and elaborates on the methodology of port master planning.

Walsh uses the Port of Los Angeles master plan as an example in his paper. This plan will be completed in Summer, 1975, and will guide the Port until the year 1990.

Some important parts of the master plan are the eight geographical subdivisions of the Port in land use considerations, a marketing study, a financial plan and a land acquisition schedule. An overall audit is also one of the 17 separate elements of the master plan.

Many of the segments will be completed by private consultants hired by the Port, while the remainder will be done by Port and City of Los Angeles planners.

Trade with People's Republic of China

New York, N.Y., Mar. 26 (News from The Port Authority of NY & NJ):—How to do business with the People's Republic of China will be discussed by government officials and American business executives at a special conference at the World Trade Institute on Tuesday, April 2 beginning at 9:00 A.M. (One World Trade Center, 55th Floor, entrance at Church and Dey Streets.)

The Conference, sponsored jointly by the National Council for United States-China Trade, the National Committee on United States-China Relations and the World Trade Institute, is specifically designed to help American businessmen take advantage of the new opportunities for trade with the

People's Republic of China. The one-day meeting will discuss buying and selling on the Chinese industrial and consumer market, explain the procedures and customs involved in doing business at China's trade fairs, and review the current status of United States-China trade and United States policy toward China. A special feature of the Conference will be an exhibit of representatives products from the People's Republic of China.

Heading the list of speakers will be Charles W. Yost, President of the National Committee on United States-China Relations and former United States Ambassador to the United Nations; Christopher Phillips, President and Executive Director of the National Council for United States-China Trade and former Deputy United States Representative to the United Nations; Charles Freeman, Desk Officer for the People's Republic of China at the Department of State; and Dr. William M. Whitson of the Rand Corporation, author of **Doing Business with China: American Trade Opportunities in the 1970's**.

30 California Congressmen

Washington, D. C., (Port of San Diego News Release, 30 April):—Thirty California Congressmen, the sponsors and supporters of navigation studies and projects, and port, public works and civic officials—are making their 16th annual appearance Tuesday and Wednesday (April 30-May 1) before the Senate and House Public Works Subcommittees.

Congressman Clair W. Burgener introduced William L. Dick, director of community & government affairs for the Unified Port District, to the Senate committee this morning. Mr. Dick will make his presentation to the House committee Wednesday morning, following an introduction by Congressman Bob Wilson. Representative Lionel Van Deerlin will make his own statement before the House group on Wednesday.

Recommendations of the California Marine Affairs and Navigation Conference (C-MANAC) urged an increase of almost \$4 million in proposed funding for the state's commercial harbors, recreational boating facilities and studies of beach erosion.

Among the specific projects supported by the California spokesmen

was a vitally needed dredging project for the extension and deepening of the main shipping channel from the entrance of San Diego Bay to the mid and southern sections of the Bay. Dredged material will be placed at several points, including the Silver Strand and Imperial Beach ocean fronts, which have eroded badly over the past two decades.

The San Diego contingent at today's session sought the inclusion of funds to begin the project. If approved, dredging would begin early in 1975. The total project—removal of over eight million cubic yards of material from the bottom of San Diego Bay—will ultimately reach a cost exceeding \$15 million.

1974-75 budget

San Diego, Calif., 7 May (Port of San Diego News Release):—The Commissioners of the San Diego Unified Port District adopted a preliminary budget today for Fiscal Year 1974-75 of \$13.4 million. This is an increase of 17.7 percent as compared to the final budget approved by the Commission for FY 73-74.

C.R. Campbell, chairman of the Board of Port Commissioners, emphasized that the action taken was on a preliminary presentation and is subject to formal adoption to follow further hearings scheduled for late May and June.

The preliminary budget submission anticipated revenues of \$13,313,000 and requirements of \$13,390,000, exclusive of any salary adjustments. The 1973-74 budget showed revenues of \$11,332,000 and requirements of \$11,372,000.

Revenues for 1974-75 are expected to be \$1,981,000 greater than the 1973-74 budget. The increase in property management (\$1,197,000) is attributable to expansion of the area occupied by National Steel and Shipbuilding Company and anticipated increases in tidelands' business which cater to tourist and convention groups. There are also increases of \$378,000 in marine operations and \$280,000 in airport operations.

Changes on the personnel budget indicate an increase of four employees for the Port District over the previous year. The budget indicates 254 total Port employees as compared to 250 during FY 1973-74.

Environmental Management Coordinator

San Diego, Calif., April 17 (Port of San Diego News Release):—Port Director Don L. Nay announced the appointment of Tomas E. Firle as Environmental Management Coordinator for the Port of San Diego.

The Board of Port Commissioners recently authorized this new post at the department-head level.

Firle was recently employed by the City of San Diego in the Environmental Quality Department. His tasks included serving on the Environmental Review Committee, membership on the Air Quality Task Force and was the staff Environmental Quality Department Assistant Director to the City's Quality of Life Board.

"Firle has a very rich scientific background and is well-qualified for this position," said Don Nay.

New assistant Port representative in Tokyo

San Diego, Calif., 17 April (Port of San Diego News Release):—San Diego Port Commission Chairman C. R. Campbell today announced the appointment of Kiyomaru Arai as the new assistant Port representative in Tokyo, Japan.

Mr. Arai will join Mr. Henry Yanagihara, the Port's Japan representative in the Port's Tokyo office.

Arai was formerly Research Commissioner for the Nippon Yusen Kaisha steamship lines where he developed reports on transportation, economics and foreign trade matters.

"Mr. Arai brings years of international trade experience to the Port of San Diego," commented Campbell in making the announcement. In addition to acting in a liaison capacity between Japanese exporters and the Port of San Diego, he will be available to aid San Diego businessmen in Tokyo, Campbell added.

Another appointment

San Diego, Calif., April 22 (Port of San Diego News Release):—Port Commissioner C. R. Campbell today announced the appointment of James Anderson as Assistant Director of Community & Government Affairs for the San Diego Unified Port District. Anderson will be responsible to William L. Dick, Director of Community & Government Affairs.

A University of Minnesota graduate, Anderson came to San Diego in 1970 as promotion manager for KFMB television. He had previously been a public relations specialist for WCCO television and International Multi-foods, both in Minneapolis. His professional experience also includes radio announcing, television production and sportswriting.

1973 foreign traffic up 12%

San Francisco, Calif., (Port of San Francisco News, April):—Export and import cargo valued at \$1.2 billion passed over facilities at the Port of San Francisco in 1973, according to U.S. Department of Commerce figures compiled by the port staff. This is an increase of 12 percent over the \$1,095,800,000 recorded in 1972.

These income figures exclude domestic traffic, which along with foreign traffic, totaled 3,677,020 tons in 1973.

Exports

United States exports to the world via the Port of San Francisco in 1973 were valued at \$638,000,000—up 23 percent over 1972's \$519,600,000.

The following is a breakdown of percentages of export value according to various world areas: Far East, 72 percent; Australia and South Pacific Islands, 16 percent; India and Pakistan, 6 percent; Latin America, 3 percent; Africa and Near East, 2 percent; Europe and United Kingdom, 1 percent. The top ten port customers among nations according to export value were: Japan, Taiwan, Australia, Philippines, Hong Kong, Singapore, India, Korea, South Vietnam, and Thailand.

World area percentages in export tonnage were: Far East, 71 percent; Australia and South Pacific Islands, 14 percent; Europe and United Kingdom, 5 percent; Latin America, 4 percent; Africa and Near East, 3 percent; India and Pakistan, 3 percent. Top ten destinations of export tonnage were: Japan, Korea, Hong Kong, Philippines, South Vietnam, Singapore, Australia, Taiwan, Thailand, New Zealand.

Principal commodities exported via the Port of San Francisco were: canned fruits and vegetables; organic chemicals; dried fruits; tractors and construction equipment; telecommunications apparatus; electronic equipment; non-electronic machinery;

cotton; nuts; medicines.

Imports

Imports of San Francisco from around the world were valued at \$590,800,000—up only slightly from 1972.

Here is the port's world area import trade according to value: Far East, 58 percent; Latin America, 14 percent; Europe and United Kingdom, 12 percent; African and Near East, 7 percent; Australia and the South Pacific Islands, 7 percent; India and Pakistan, 2 percent. The top ten port customers among nations according to import value were: Japan, Taiwan, Hong Kong, Brazil, West Germany, Australia, Korea, Colombia, New Zealand and Italy.

World area percentages in import tonnage were: Far East, 47 percent; Latin America, 17 percent; Europe and United Kingdom, 14 percent; Africa and Near East, 12 percent; Australia and South Pacific Islands, 8 percent; India and Pakistan, 2 percent. Top ten nations by weight were: Japan, Taiwan, Brazil, Philippines, Hong Kong, Australia, Colombia, New Zealand, Italy, and West Germany.

Principal commodities imported were: coffee; television, radio and phonograph equipment; fabrics and clothing; automobiles; iron and steel; wine and alcoholic beverages; beef; fruit and vegetable products; spices; paper.

Trade mission to Far East

Savannah, Ga., May 2 (Georgia Ports Authority News Release):—Georgia Ports Authority officials leave Saturday on a trade development mission to the Far East.

Robert H. Tharpe, Sr., Chairman of Atlanta; Don Grantham, Authority Member of Augusta; J. D. Holt, Executive Director of Savannah and M. Fred Whelan, Director Trade Development of Atlanta, will leave May 4, 1974 for Tokyo where they will be joined by GPA Far Eastern Director, Makio Yamada and Assistant Director, Isao Togioka, for a twenty-one day extensive trade development mission to Japan, Korea, Taiwan and Hong Kong.

The itinerary calls for meetings with steamship company officials, trading companies and industrialists in Tokyo, Nagoya, Osaka, Seoul, Taipei, and Hong Kong.

As a result of the efforts of the Authority's Far Eastern office, Georgia has realized a substantial increase in trade with Korea and this visit will mark the first call of state-side GPA representatives to Korea.

Georgia, today, enjoys the largest volume of trade with the Far East of any port on the South Atlantic. This enviable position is due to the efforts of the many facets of the Georgia shipping fraternity, as well as the extensive work of the Authority's Far Eastern office; which was established in 1967, spearheading the drive to make Savannah's Container Central the prime port of entry of Far Eastern steamship service to the South Atlantic.

Today, Georgia boasts not only the largest tonnages of foreign commerce to the Far East, but also offers the best container service to that area of the world's markets. No less than five full container steamship lines now serve the Far East from the Authority's Container Central, these lines are: Japan Line, Mitsui-O.S.K. Lines, Yamashita-Shinnihon Lines, United States Lines, American Export Lines and American President Lines.

Flakeboard in LASH barge

Stockton, California, March 25 (News from Port Stockton):—A better way had to be found to ship substantial quantities of flakeboard overseas than by loading the units into closed containers. Only 6 units of these 4 x 8 foot sheets could be accommodated in a 20 ft. container resulting in a payload of only 17,400 #462 cube for a container whose capacity is 40,000 #1100 cube. Containers were not the answer.

Mr. Allan Houlberg, Export Supervisor for San Francisco freight forwarder Harper Robinson & Co., recognized the suitability of this product for LASH barges, additional savings could be realized by the shipper, Collins Pine Co., located in Northern California, by delivering to an inland port served by Pacific Far East Line's LASH, such as Port Stockton, as opposed to Bay Area container terminal delivery with frequent congestion problems.

Details concerning the stowage pattern, number of units per LASH barge and booking arrangements were worked out with Mr. H. H. Hildebrandt of Pacific Far East Line, who in turn

coordinated the deliveries with Port Stockton Area Marketing Manager, D. R. Van Iderstine.

Prior to the first LASH barge shipment of this product, Mr. R. R. Grahman, Sales Manager of Collins Pine, along with Allan Houlberg of Harper Robinson visited the PFEL LASH terminal in San Francisco where the "mother" ship loads the barges. As a result of this first hand look, pre-planning was accomplished so that almost very square foot of space in the 60 ft. long, 30 ft. wide and 13 ft. high LASH barge was filled with units of flakeboard.

Actual delivery of the units was made by motor carrier to Port Stockton where they were loaded into the barge which, when full, was transported by tug to the pier 96 LASH Terminal at the expense of Pacific Far East Line for loading to the vessel.

Harper Robinson indicates that reports and photographs from the overseas customer revealed the units of flakeboard outturned perfect condition.

Nearly 42 million tons handled

Tampa, Florida, 3/27/74 (News from The Tampa Port Authority):—Nearly 42 million tons of cargo were handled at the Port of Tampa during 1973, Guy N. Verger, port director, has reported. This is an increase of nearly 50 percent over the last five years and is a record year for the port.

Incoming and outgoing cargo nearly balanced, with 21,817,149 tons off-loaded and 20,166,979 tons loaded at the port. More than 4,500 vessels entered and cleared the port during the year.

As a sure indication of the growth of the port, Verger noted that the 10-year percentage increase was 196 percent, from 27,811,809 tons in 1963 to 41,984,128 tons in 1973.

Nearly 77,000 tons of fresh citrus products were shipped from the port to meet the ever-growing demand for this Florida agricultural product in the Far East and Europe.

A total of 19.5 million tons of phosphate and phosphatic products left the port and 11,245,123 tons of petroleum products entered, a 15 percent increase over the previous year.

Banana imports increased to nearly 200,000 tons as compared with 170,000 tons the year before. More than 42,000 tons of fresh frozen meat

were imported.

Other important commodities handled at the port were lumber, steel, motor vehicles, heavy machinery, potash and aragonite.

Teleprinter notice for dangerous goods

Antwerp (Antwerp Port News, January 1974):—Article 77 of the Police Rules of the Port of Antwerp, provides that applications of this sort shall be made in writing.

The offices of the Harbour Master, Brouwersvliet 6, have recently fitted a teleprinter apparatus and said applications are now permitted to be made that way also.

The call code of the apparatus is HKDEGG, the number 33323. It is, however, fitted for receiving only, but will be operational round the clock.

Applications thus made have obviously not to be confirmed in ordinary writing. As a rule, they shall reach the Harbour Master's offices not later than 48 hours prior to the handling of the dangerous goods, Saturdays, Sundays and legal holidays not included.

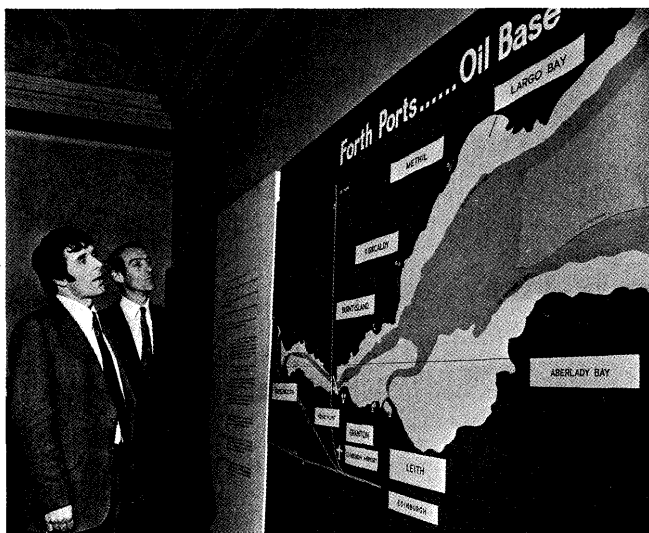
In order to avoid any overburdening of the teleprinter, they must—until further notice—be limited to the handling of dangerous goods to which special provisions are applicable.

The elements of the teleprinter messages shall constantly be given in the same order of succession. Complementary data are obtainable from the offices of the Harbour Master, either in writing, or on the telephone.

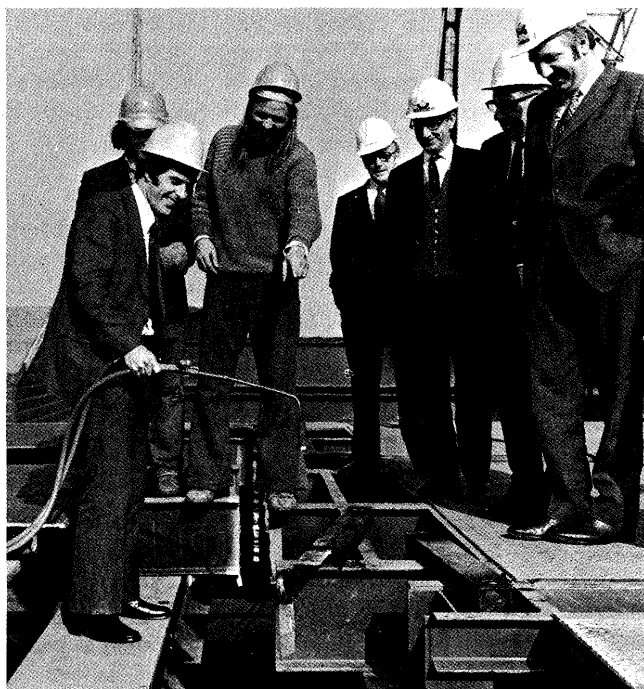
Mr. Lunch welcomes IALA buoyage experiment in the Thames

London, 10th April (PLA News):—Mr. John Lunch, PLA Director-General, after viewing the International Association of Lighthouse Authorities' buoyage system laid down in the Thames Estuary said last night:—

"The PLA has always placed the greatest importance on the safety of navigation and we have become acknowledged world leaders in the co-ordination and planning of safe movement of shipping in port waters. I very much welcome this imaginative approach and the essential simplicity which has been achieved with this system which has been devised by an International committee under the



↑ Mr. Gavin Strang, junior minister with responsibility for North Sea oil, visits the Leith Docks fabrication yard of Motherwell Bridge and tries his hand with a cutting torch.



↑ Mr. Gavin Strang, (left) junior minister responsible for North Sea oil, examines a map of oil-related developments on the Forth estuary during a visit to the Forth Ports Authority. With him is Mr. Gerald Elliot, chairman of the Authority, which has just announced a record 1873 tonnage record and a £800,000 surplus, as a result of the boost from oil-related activity. (George Hodge Associates, Edinburgh).

Chairmanship of Captain John Bury of Trinity House who is also a PLA Board Member. We are most happy to co-operate with others who share the same objectives and I am glad to give support to Captain Bury and his committee which has achieved this significant step forward in International co-operation".

The IALA system of buoyage is aimed at simplifying and standardising channel marking for international application. It reduces complexities by requiring mariners to memorise only seven simple rules and to recognise only three light colours, red, green and yellow to identify and keep to a safe course.

The system has been laid in the Knock Deep approach in the Thames estuary for an experimental period to test the reaction of mariners whose views are being sought by the IALA Committee and the Corporation of Trinity House.

Note: Mr. John Lunch saw War Service at sea as Lt. Commander RNR and was also a merchant ship pilot. He is a Companion of the Nautical Institute and a Member

of the Royal Institute of Navigation.

Southampton container traffic doubled

London, 22 April (B.T.D.B.):—A one hundred per cent increase in deep sea container traffic during 1973 has been achieved at Southampton. According to figures just released by the British Transport Docks Board both tonnage and the number of units has doubled in each of the last two years.

Container traffic handled at the Western Docks Extension rose from 439,000 tonnes in 1971, to 821,000 tonnes in 1972 and to 1,684,000 tonnes in 1973. The number of containers of all sizes dealt with at the container terminal rose from 38,000 in 1971 to 74,000 in 1972 and to 162,000 last year - a figure which is equivalent to nearly 230,000 twenty-foot units.

The rapid increase in deep sea container traffic during 1973 was principally due to the full implementation of Trio Line's container service which gives a sailing from Southampton to the Far East every 4/5

days.

Total unit load traffic dealt with at all Southampton's container and roll-on/roll-off berths during 1973 amounted to 2,778,000 tonnes. This represents a seventy-five per cent increase over the 1972 total of 1,584,000 tonnes.

Roll-on/roll-off traffic, including both Continental and North Atlantic services, also showed a significant rise from 762,000 tonnes in 65,000 units in 1972 to 1,093,000 tonnes in 135,000 units.

Port officials at Southampton have calculated that during 1973 one 20-ft. container was loaded or discharged every 2.3 minutes, and one road freight vehicle was rolled on or off the ferries every 4.75 minutes.

High level of car exports at Southampton

London, 4 April (B.T.D.B):—During the next ten days a total of 1,525 cars will be shipped from Southampton to New Zealand. Loading of the first shipment of 750 cars began today, Thursday, 4 April, on the 'Snow Crystal' owned by Salen Reefer Services, for delivery to Wellington. A second shipment of 775 cars will be loaded on to a sister ship the 'Snow Drift' on 13 April.

Other car shipments during the past three weeks from Southampton have included 240 cars for Bermuda, the Bahamas and Ecuador on the 'John Brinckman', and 350 cars for Florida on the 'Sloman Alstertor'.

This build-up of shipments to meet overseas demands for British made cars follows the recent relaxation of the three-day working week, and covers various models including Austin, Chrysler, Jaguar, M.G., Rover, Triumph and Vauxhall.

Loading of the cars is carried out by the British Transport Docks Board. The agents for the motor brokers and for Salen Reefer Services are Wainwright Bros. and Co. Ltd., 20 Queen's Terrace, Southampton.

B.T.D.B. report on research 1973

London, 3 April (B.T.D.B.):—As a result of fixed bed experiments recently completed using the Humber Estuary Tidal Model, it is now known in principal where and to what extent developments can be undertaken in the Humber without detriment either to existing facilities or to the estuary as a whole, it is stated in the British Transport Docks Board's Report on Research 1973, just published.

These experiments included an examination of possible future developments near the mouth of the Humber and on the riverside at Hull and Immingham, and should a decision be taken to proceed with any new scheme, detailed design could now go ahead immediately.

The Report also reveals that investigations involving field or model studies have been undertaken for ten Docks Board ports during 1973. These have principally been associated with dredging and siltation problems, especially at Garston and Swansea where tests have been conducted with a view



Fiat First at Ellesmere Port

Manchester, 4. 3. 74 (The Port of Manchester):—The first Fiat commercial vehicles to come into the UK were landed recently at the modern Ellesmere Port car terminal. Brought up the Manchester Ship Canal by the ARNUS, a specialised vehicle-carrying vessel, it is hoped that this consignment from Italy will be the forerunner of a constant flow in the future.

Fiat already use the Ellesmere Port terminal, with its easy access to the motorway network, for the import of their cars, whilst various British manufacturers export cars to the continent through this facility.

Picture shows Mr. Harry Baker, Ellesmere Port Superintendent, with Mr. G. Padrini, Manager of the Fiat Commercial Vehicle Division with the first Fiat lorry to come ashore.

to cutting dredging costs.

Studies were carried out at Hull into the possible development of roll-on/roll-off terminals in the river and in dock, and also at Fleetwood where provision of further berths in the river Wyre is under consideration. Tests were also carried out on the Port Talbot Tidal Harbour Model on factors relevant to the possible development of the harbour for traffic other than coal and iron ore.

Other studies which the Research Station undertook during the year were mainly associated with protection of foreshores and the maintenance of deeper channels.

In addition, the Research Station carried out work for the British Waterways Board, the Forth Ports Authority, the Isle of Man Harbour Board, and for P & O in connection with their development of harbour facilities at Montrose.

New tugs

Manchester, 1.3.74 (The Port of Manchester):—The Manchester Ship Canal Company announce that a further order for two ship handling tugs has been placed with James W. Cook & Company (Wivenhoe) Limited, the Essex shipbuilders.

They will be similar in size and style to the Port's present 'S' and 'U' class tugs but will incorporate detail improvements to keep them right up to date. Each will be equipped with a twin-screw W. H. Allen engine developing 1200 b.h.p.

The contract is worth £740,000 and completion of the order is scheduled for mid-1976.

The Port of Manchester prides itself on providing a reliable round-the-clock towage fleet to assist ships using the waterway and this latest order will ensure the continuance of this service.

Reason for Bremen Being to the Fore?

Firstly: Know-how — Computerized Port — Half a Milliard DMarks invested in 7 Years An Interview with Senator Oswald Brinkmann

Bremen:—(Bremen International, 2/3—1974):—The Bremen/Bremerhaven port group, with a handling figure of 26.4 million tons, is again well to the fore. Another new record. The rate of increase of 9.2 percent exceeds once more the average increase rate of the major German international ports. It was here that the American-European container business began in 1966, since when the handling volume in Bremen/Bremerhaven has increased to over 9 million tons. We posed the question to Senator Oswald Brinkmann (43), head of the government department (ministry) for Ports, Shipping and Traffic of the Bremen State Government: "Have you been surprised by this unusually favourable development—and to what do you attribute same?"

Senator Oswald Brinkmann: This development by no means came as a surprise to me. We have always been concerned with maintaining the ports of Bremen and Bremerhaven to the highest technical standards. Our reactions to sudden fundamental changes—such as, for example, the emergence of the container, Lash and Roll-on/roll-off modes of transportation—have been instantaneous. Just to stay with this example; out of our own pockets we have, since 1966/67 invested some DM500 millions in our ports and have attained a standard of efficiency which, to my knowledge, has not been matched by any other port. This has paid off. The handling figures grew and grew. Whereby over 50 percent of the 26.4 million tons, i.e., 13.4 millions, in 1973 comprised high-valued general cargo. Naturally enough this development would be inconceivable without the trust and confidence of the ship-owner and shipping circles

throughout the world in our services—in our 500 monthly liner sailings to some 1,000 ports in all parts of the globe.

Question: Your recipe for success is thus 'Efficacious investment at the right time'?

Oswald Brinkmann: Certainly money alone does not suffice. Know-how, for instance, is also a factor. I have already intimated that the means have to be applied in the right place at the right time. This is conditional upon excellent acquisition activity and marketing policy. Specifically: Changing market conditions require adaption on the part of the ports, which have to react swiftly to developments occurring on the international maritime markets. Swiftly—so that with the employment of new transportation techniques the shipowners can immediately be offered maximum handling facilities. It is to our advantage that the fundamentals of our ports enable us in Bremen and Bremerhaven to be able to react very quickly. The enterprises within our ports, including the 'Bremer Lagerhaus-Gesellschaft' (as Europe's largest cargo handling undertaking) scrutinise with the utmost care the movements within the maritime markets. The requisite funds are then available at short notice—for the way leading from the port administration to the government (the Senate of the Free Hanseatic City of Bremen) is exceedingly short. Again to our advantage. The infra-structural costs (for the port basins, quays etc.) are borne by the city of Bremen: the supra-structural costs (sheds, cranes, localised conveyance appliances etc.) are borne by private firms. This division of investment facilitates the financing. An example of speedy reaction in Bremen to fundamental change

was displayed with the commencement of the container trade in 1966. Within a few weeks the container traffic was given top priority. This was the prerequisite to Bremen's outstanding rôle on the container sector and to our precipitously rising container-handling figures. We are at present experiencing an annual turnover of 3 million tons, with 16 full-container lines and more than 30 semi-container services.

Question: That represents a good 22 percent of the total general-cargo handled in Bremen and Bremerhaven. The record handling is not apparently to be attributed to the container boom alone?

Oswald Brinkmann: Our modern handling plant for the Lash and the Roll-on/roll-off trades is also resulting in very gratifying traffic increase rates. In 1973 three Lash-shipping companies; the Cental Gulf Contramar Line, the Combi-Line and Lykes Lines; placed 64 Lash-ships (mothering 2,090 barges and 445,000 tons of cargo) with us. As a matter of course we have also constantly been modernising the handling facilities for the conventional trades; particularly as this remains, as it always was, the backbone of our ports business. New port basins were produced, new sheds erected, the most modern equipment installed.

Question: Will the degree of ascendancy continue—what is your opinion?

Oswald Brinkmann: I am no prophet. Certainly we will endeavour to explore all possible avenues. A glance at our port development plan until 1985, which has been meticulously produced by the economics institutes, indicate that which we intend to undertake. Prominent are; the extension of the 'Neustädter Hafen' (port-basin group in the 'Neustadt' area) in Bremen, the reconstruction of the Columbus Quay and the expansion of the container-terminal in Bremerhaven—as well as completing the modernisation of the large 'Grain-Elevator' plant in Bremen. Our ability to compete, however, does not depend alone upon the focal-points for investment, but rather just as much on our flexibility on the investment sector—so that we can maintain our forte of swift reaction to new developments. This is the reason why we in Bremen are also dead against a centralised management of

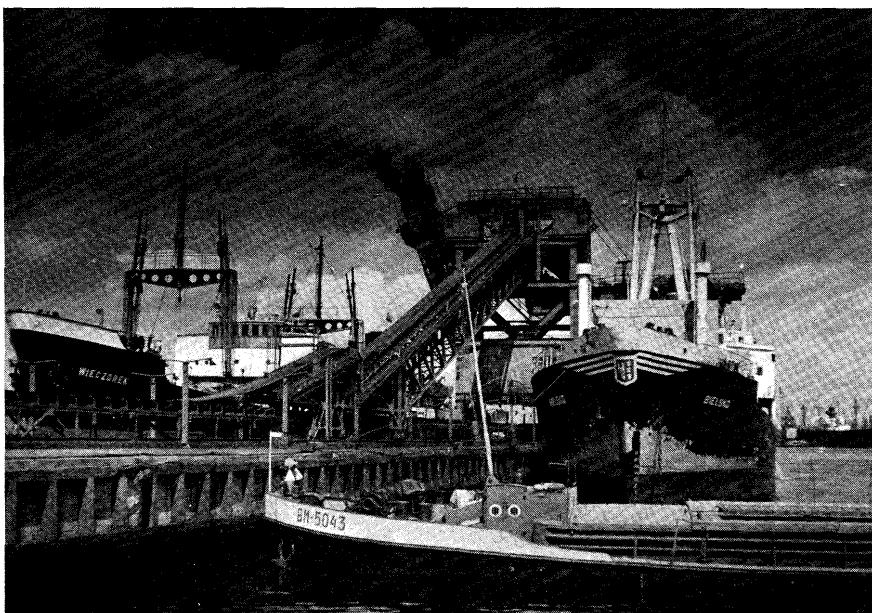
port investment through some such body as an EC- Commission. This would bring bureaucratic complicatedness in the present frictionless cargo-handling business, would hinder swift adaptation to changes in market economy and would block our considerable flexibility.

Question: The considerable lead attained by Bremen/Bremerhaven will undoubtedly be due to the know-how in the field of experience of an extensive and complex maritime and port economy. Nevertheless, you allow an unhindered view of future activities—do you also offer your own know-how?

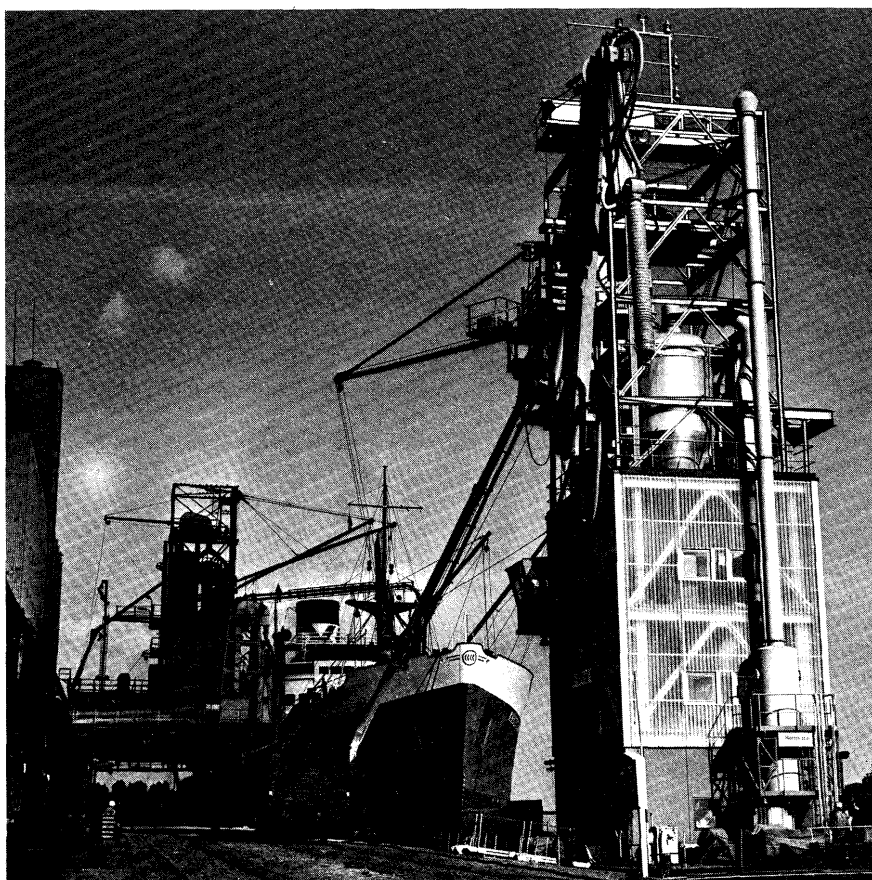
Oswald Brinkmann: Indeed, we even export it; on the basis of relevant experience we have come to the conclusion that the exportation of know-how is the best aid which can be given to, for instance, the ports—the, often, very young ports—of the developing countries.

Question: The industrialisation of traffic has led to considerable changes within a few years. Are you of the opinion, Senator, that this development has in some degree now reached its conclusion?

Oswald Brinkmann: I don't think so. Upon the heels of the containers came the Lash-ships. Highly interesting new developments are also occurring in specialised shipping. The seaports will have to adjust to same, such as to the new forms of data-transmission and evaluation. Computers are already a part of the port scene—at least in Bremen/Bremerhaven. At the present time we are concerning ourselves with the overall cargo stream, ranging from the shipper, via the ports with their various services—such as forwarders, ship-agents, banks, insurances, stevedores, tally-firms etc., being operated through the electronic computer: A further milestone on the way to the automation in cargo streaming. Ships are becoming increasingly faster. The ports have to turn these intensively capitalised units round in the shortest possible time. This, however, is conditional upon an unhampered flow of data. This is the bottleneck at the moment. We are working on its elimination and I am sure that we will also master this problem and so once again demonstrate the strength of the efficiency of our ports.



Port Szczecin, Poland:—Coal-elevator with waggon-tipper.



Port Gdynia, Poland:—Left, grain elevator, right, floating elevator for handling of aluminium oxide or grain.

Ro/Ro Rolling Along at Docks Board Ports

by Gerald Farmer

(U.K. writer on port affairs)

**British Transport Docks Board
London**

There is no sign of any significant slackening in the pace of roll-on/roll-off expansion at the ports controlled by the British Transport Docks Board, even though this might have been expected following the Board's major programme of terminal development in the late 'sixties.

Roll-on/roll-off terminals—twelve of them in all—were provided by the Docks Board during the 'sixties for service operating from Hull, Grimsby, Immingham, King's Lynn, Southampton, and Swansea, and most were subsequently expanded as the ro/ro concept proved itself to be an outstanding success. A success which by 1970 had brought the tonnage of cargo moving through these terminals to over two million tonnes; the number of freight units to over 240,000; and the number of accompanied cars to nearly 270,000.

Now, well into the 'seventies, ro/ro traffic continues to grow—over 3-1/4 million tonnes were carried by ro/ro through Docks Board ports in 1972 and a further substantial increase is likely to be revealed when the 1973 figures are published. Four new terminals have already been added to make an impressive Docks Board total of sixteen; more are under construction or actively planned; and the indications are that the story will not end there.

HULL

At Hull the unitisation of short-sea services continues apace. During 1973 two new ro/ro terminals were brought into operation in the Queen Elizabeth Dock for EWL and Finntimer Ferries' services to Scandinavia, bringing the port's total to seven ro/ro

berths.

Ports served from Hull now include Esbjerg, Oslo, Fredrikstad, Larvik, Gothenburg, Mantyluoto, Turku, Helsinki and Kotka in Scandinavia; and Rotterdam, Amsterdam, Zeebrugge, Hamburg and Bremen on the Continent.

Further expansion of North Sea Ferries' services to Rotterdam and Zeebrugge, which includes the introduction of two 12,500 tons gross 'super-ferries' to the Rotterdam route this year, has led to a major redevelopment of existing ro/ro facilities in King George Dock at a cost said to be "in excess of £2-1/2 million". As a result, NSF will be based at Hull on one of the largest and most impressive ro/ro terminals, certainly in Europe if not in the world. Facilities being provided by the Docks Board include separate terminals for motorists and foot passengers, three berths, large freight marshalling parks, and car parks—all to ensure a smooth turn-round for vessels disembarking and embarking as many as 2,000 passengers, 400 cars, and upwards of 240 twelve-metre freight vehicles, in a little over five hours. The first of the new ships, the m.v. 'Norland', is due to enter service in May.

GRIMBY AND IMMINGHAM

At Grimsby, where a ro/ro terminal was provided for a DFDS service to Esbjerg in 1967, a second roll-on/roll-off terminal is now under construction at Alexandra Dock, designed specifically to handle imported cars. Following an agreement reached by the Docks Board with Volkswagen to make the Lincolnshire port the northern point of entry for the German

cars, up to 50,000 cars a year are expected to move through the terminal but there has, as yet, been no mention of any outward freight movements being planned.

The expansion of Tor Line's business at Immingham has been phenomenal to say the least, and it is understood that the company are negotiating with the Docks Board terms for extending their terminal installations at the port. At present Tor Line are operating no fewer than sixteen sailings to Scandinavian and Continental ports from Immingham every week.

SOUTHAMPTON

At Southampton pressure on the already extensive ro/ro facilities which the Docks Board has provided at the Princess Alexandra Dock has led to an ambitious £2 million-plus project, revealed by Port Director Donald Stringer last summer, to construct a major new two-berth ro/ro installation on the River Itchen side of the Eastern Docks. It is understood that the scheme has been submitted for Government approval under Section 9 of the Harbours Act 1964, but the identity of the proposed user has not yet been officially announced.

In the meantime the port looks forward to the arrival in May of Aznar Line's 13,000-ton 'Monte Toledo', which is scheduled to operate two sailings a week throughout the summer months to Santander, with up to 800 passengers and 300 cars. This latest new service brings Southampton's summer total of ro/ro sailings up to 80 per week, most of them with freight capacity.

PLYMOUTH

Plymouth's arrival on the ro/ro scene at the beginning of last year opened up a completely new freight route between Britain and northwest Europe. The terminal built by the Docks Board at Millbay Docks is currently being expanded to give passenger facilities, following the introduction of daily sailings by Brittany Ferries new passenger/freight ferry "Penn-ar-Bed".

This new link with the Breton port of Roscoff was conceived following the decision to change to ro/ro methods for transporting the large tonnages of fresh produce imported from Brittany each year, and, once forged, it has proved to be a convenient route

for many exporters, as well as a popular one with tourists who had placed 25,000 advance bookings at the start of the new service.

BARRY

The South Wales port of Barry was the second new Docks Board ro/ro port in 1973, with a freight-only service to the Republic of Ireland first inaugurated in March and then expanded in September to cope with traffic growth. The service, operated by Seaspeed Ferries with a daily sailing to Dublin and a weekly sailing to Cork, is accommodated at a ro/ro berth built by the Docks Board at No. 3 Dock Basin. An extensive marshalling area has been provided for freight vehicles awaiting shipment, and it is understood that the Docks Board, with Seaspeed Ferries, are contemplating further facilities, including covered storage, at an estimated cost of £275,000.

FLEETWOOD

Completion by early 1975 is now the goal for the first roll-on/roll-off terminal to be built by the Docks Board at Fleetwood, Lancs. The new terminal, for an as yet unnamed service to Ireland and costing about £750,000, is situated on the western side of Fleetwood harbour in the River Wyre and will cater for vessels with a maximum overall length of 130 metres. A 5-hectare marshalling area is being provided adjacent to the berth.

Fleetwood's entry into the ro/ro league is made even more dramatic by the news that the Docks Board is seeking Parliamentary powers to carry out certain other works, including land reclamation, at Fleetwood in connection with the future provision of further ro/ro facilities. According to plans at present on the drawing board, it is possible that within two years Fleetwood will eventually have up to four operational ro/ro berths.

Le Havre News

(Extracts from Port of Le Havre
Flashes, March 1974)

Container Berth Figures for 1973:—311 ocean-going vessels and 348 feeders used the Quai de l'Atlantique last year, while 222 deep-sea containerships and 172 feeders docked at the Quai de l'Europe. The

total container throughput of these two terminals was respectively 76,499 and 34,664 units. Taking into account containers loaded and discharged in other parts of the port, a total of 124,154 boxes was handled in Le Havre during the year, against 93,088 in 1972.

Antifer no Eyesore: We are making sure that Antifer will not be an affront to the environment, despite the gigantic scale of the work involved. The quarrying of material from the cliff face is being done in such a way as to produce a new profile in harmony with the general run of the coast line, while the final appearance of the site, once the contractors have taken away their huts and machines, will depend on a detailed survey now being undertaken. The storage tanks at the foot of the cliffs and on terraces along its face will be made to merge as far as possible into the background. Great care is being taken too to find the most suitable design for the various buildings on the site.

Seatrains Lops 6 days off Atlantic Crossing: Since Le Havre became Seatrain's final port of call before Greenock, transit time to New York has been cut from 13 days to 7. All the company's outward container movements from France to North America are now concentrated in Le Havre, which is served by a fleet of four Euro class Seatrain vessels powered by high-performance gas turbines that give them a speed of 27 knots. The seven-day crossing to the US East Coast coincides perfectly with the time needed for documents to reach the USA.

Barcelona News

(Puerto de Barcelona Boletín
Informativo, Septiembre-Octubre
1973)

● **Widening of Services:** Since last October, "Scan Dutch" has extended its services, increasing the number of sailings for the Far East with three different services: 1st, Penang, Port Kelang, Singapore, Bangkok, Saigon, Manila and Pusan; 2nd, Yokohama, Nagoya, Kobe, Hong Kong, Manila and Bangkok, and 3rd, Yokohama, Nagoya, Kobe, and Hong Kong, the first two going by the Cape of Good Hope and the third by the Panama

Canal. Because of this on the 8th of October when the ship "WESTERKERK" arrived in the port the Director of the Port D. José-E. Prieto, conducted a ceremonial handing over of Insignia of the Port, which act was attended by various well known personalities.

● **The Free Zone is Extended:** To satisfy the need of assuring the availability of area for the development of the free zone of Barcelona, a new area of land has been added to this property. This plan is confirmed and takes on reality in the decree issued by the chancellor of the exchequer on the 6th of September which modifies the limits of the free zone. This decree establishes that the zone denominated zone four and of an area of 93,141 square metres is situated between streets D-5 and D-6 of the Society. This sub-zone will have to be isolated from the exterior in the same way as are the present Free Zone areas.

Record general cargo tonnages

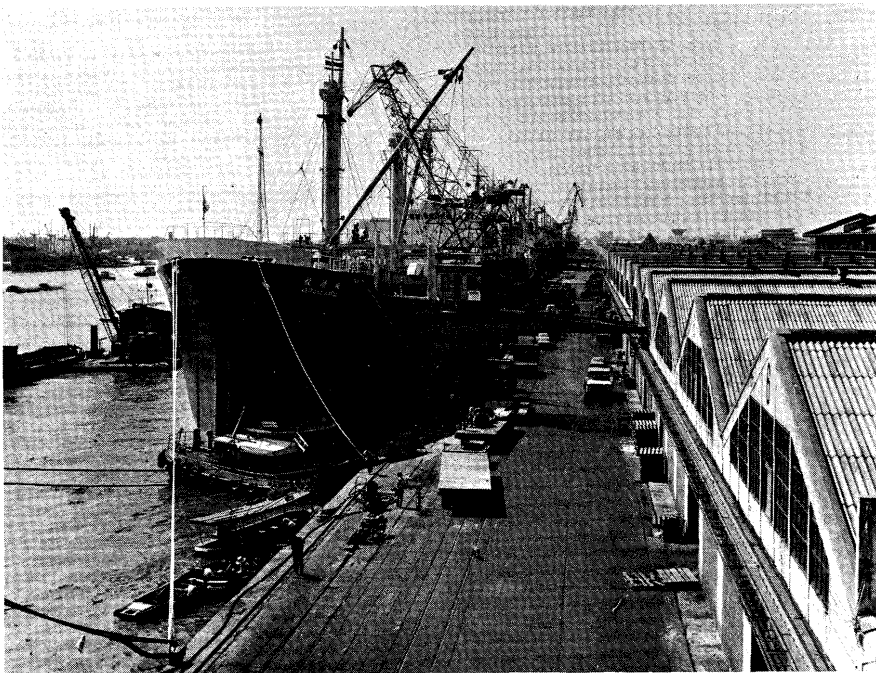
Sydney, 11th April (The Maritime Services Board of N.S.W.):—Almost 2.8 million tonnes of general cargo imports from overseas were handled through the Port of Sydney during the 8 months ending 28th February, 1974, this being an increase of more than 36% when compared with the same period during the previous year.

This was revealed in figures released in Sydney today by the Maritime Services Board.

In commenting on the upsurge in general cargo imports, the President of the Maritime Services Board, Mr. W. H. Brotherson, said the main items contributing to the increase were fully assembled motor vehicles imported from Japan (225,000 tonnes) machinery imports from U.S.A. (84,000 tonnes) Japan (77,000 tonnes) and the United Kingdom (59,000 tonnes) and imports of timber from Canada (158,000 tonnes) the U.S.A. (133,000 tonnes) and South East Asia (124,000 tonnes).

Mr. Brotherson pointed out that these figures are a direct reflection of the recent revaluations of the Australian dollar, international currency fluctuations and the reductions in tariffs.

Although there have been substantial increases in general cargo im-



Bangkok, Thailand, March 22 (Port Authority of Thailand):—10 average size ocean-going vessels can berth alongside the Klongtoi Wharf of 1,660 meters long at the same time.

ports, there has been a down turn in tonnages of overseas exports, particularly in the bulk trades such as coal which decreased by 148,000 tonnes to 1,346,000 tonnes and wheat which fell by 232,000 tonnes to 287,000 tonnes.

A disappointing feature of the 8 months' trading has been the 50% reduction in the number of bales of wool exported overseas when compared with the similar period last year. Wool exports decreased by 44,500 bales to 90,000 bales.

Glebe Island container terminal

Sydney, 11th April (The Maritime Services Board of N.S.W.):—It was announced in Sydney to-day by the President of the Maritime Services Board, Mr. W. H. Brotherson, that the Board had decided to offer the common user container terminal at Glebe Island for leasing.

Mr. Brotherson said the terminal, which is now operated by the Board, would be offered as a going concern and would include the cranes, the transtainers, the internal transport vehicles and all other equipment including the computer used for programming the handling of containers

between the ship and through the terminal.

He said the decision follows lengthy consideration by the Board as to the future operation of the terminal and discussions which have taken place over the last few days with the Hon. Leon Punch, M.L.A., Minister for Public Works.

The terminal, which has only been operating for 12 months, handled 44,000 containers during the year and, in the month of February, the operating rate had increased to 70,000 containers per year.

This, he said, indicated that the terminal had reached the stage of viability where it is now a business proposition for a private operator.

In making the announcement, Mr. Brotherson said the interests of the present users of the terminal, with limited individual throughputs of containers, are best served by the economy of scale resulting from joint use of the facility and the Board would ensure that the common user concept of the terminal would be protected.

Outlining the development of common user container terminal facilities in Sydney, Mr. Brotherson said the Board commenced its operations at No. 4 Berth, White Bay, to cater for the developed by the private operator,

Seatainer Terminals Ltd., established at the adjoining five and six berths in White Bay.

With the completion of the Glebe Island wharves, the Board transferred its operation to the greatly expanded terminal built on the 25 acre site provided in the area and the terminal at No. 4 White Bay was leased to Seatainer Terminals Ltd. so that the Company held the whole of the container wharfage on the White Bay foreshores under lease from the Board.

Mr. Brotherson pointed out that, with the growth of the container trade, further facilities would be developed in Botany Bay subject to the need being shown to exist and to the operating Company indicating a minimum annual throughput to justify the occupation of valuable foreshore land in that area.

Cargo record

Hong Kong, April 16 (The Week in Hong Kong):—The weight of cargo handled in the port of Hong Kong last month was the highest ever for any one month.

According to statistics released by the Marine Department, a total of 1.6 million deadweight tons of cargo was handled over all public cargo waterfronts. This showed an increase of more than 473,000 tons compared with the figure for the corresponding month last year.

Of the total, 1,166,685 tons of goods, including general goods, fuel oil, petroleum products and cement, were imported while 422,896 tons of products, including general goods, iron ore and scrap iron, were exported.

The number of ocean-going vessels entering port last month totalled 648 compared with 629 for the same period last year.

Colombo Plan experts assist PSA

Singapore, 8 May (Port of Singapore Authority Press Release):—Two Colombo Plan experts on tug training are currently assisting the Port of Singapore Authority to train personnel in the efficient handling of Voith Schneider tugs.

The services of Captain Arthur R Naismith, 44, and Captain Sidney R Jones, 48, have been obtained with the

(Continued on Page 52)

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(Continued from Page 50)

help of the New Zealand Government through the Colombo Plan assistance programme.

Captain Naismith, who has been here since January, completes his assignment with the Authority this week. Captain Jones will then take over for the next three months.

The two are currently training PSA tug masters on the recently acquired Voith Schneider tugs PSA VIGILANT and PSA VICTORY. The third tug, PSA VALIANT, will be delivered to PSA shortly.

Expressing confidence in the Authority's tug masters, Captain Naismith said: "Most of them have more than 10 years experience. They are adapting very fast to the Voith Schneider propulsion system and we are confident they will handle the tugs competently after we leave."

In addition they are also looking into other areas relating to the efficient operations and handling of the Voith Schneider tugs.

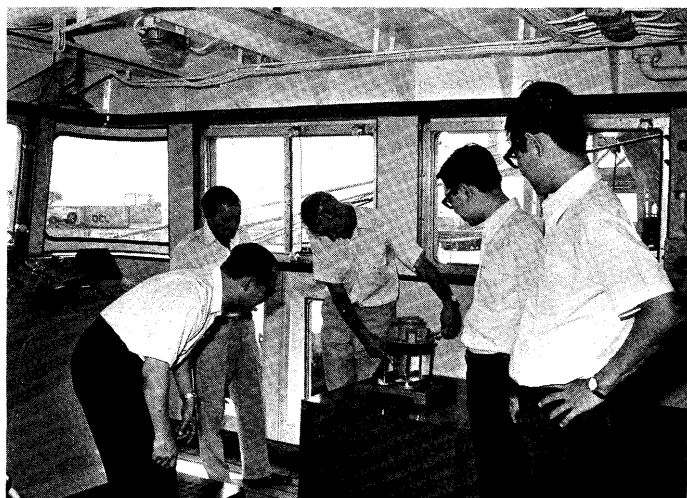
Both have expressed pleasure in being able to act as "goodwill ambassadors" from New Zealand to Singapore.

Captain Jones is from the Auckland Harbour Board and Captain Naismith from the Northland Harbour Board in Whangarei.

They were selected to be sent to Singapore because of their long experience in the handling of Voith Schneider tugs.

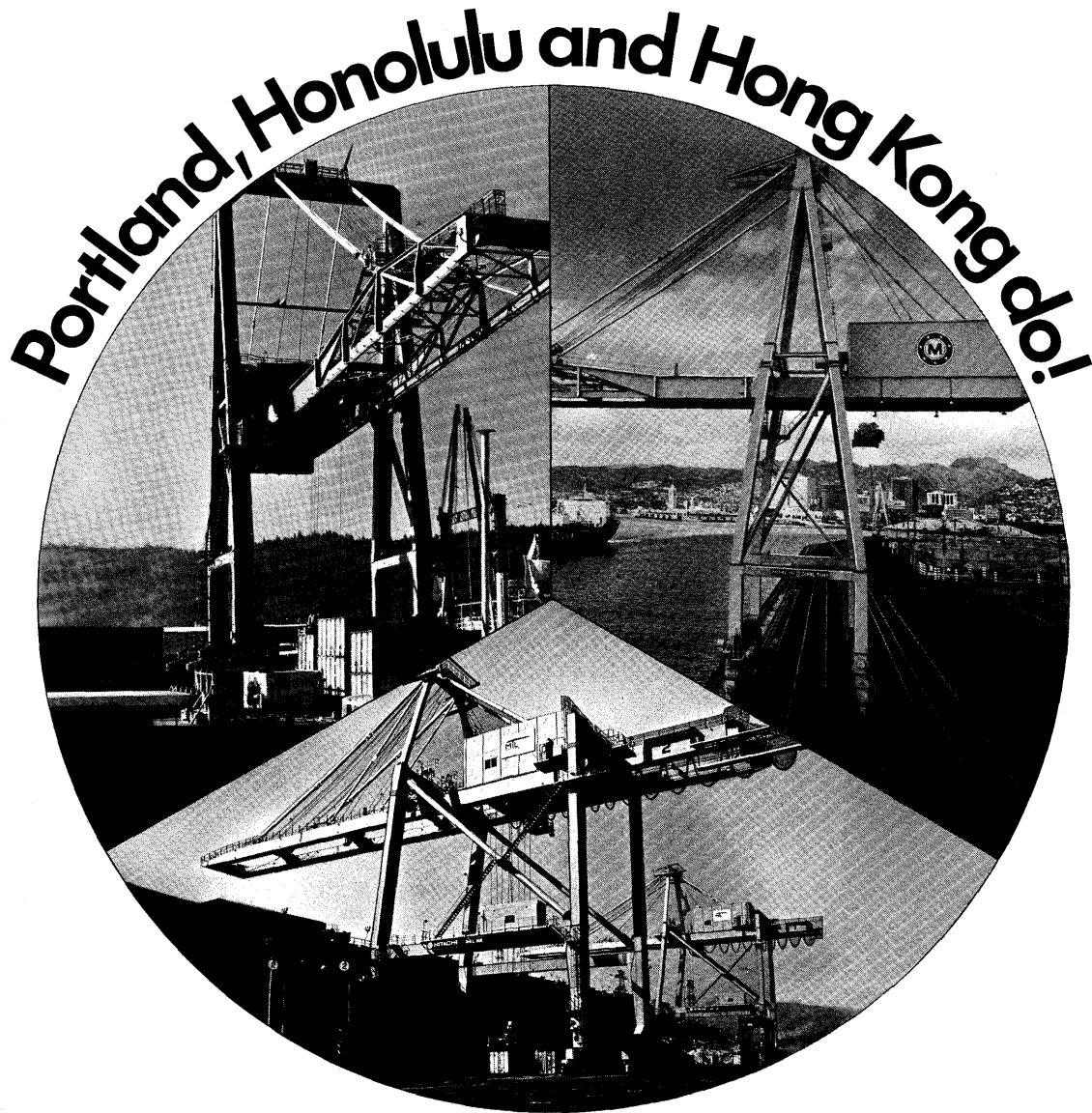


Picture shows PSA Chairman/General Manager, Mr. Howe Yoon Chong (second from left) discussing with Capt. Arthur Naismith (third from left) the finer points of the PSA VIGILANT, one of three newly acquired Voith Schneider tugs at the East Lagoon Container Terminal. In the background is the third generation container vessel T.S. KAMAKURA MARU. Others in the picture are (from left to right) Capt. R.K. Sama, PSA pilot in charge of tug training, Capt. Sidney Jones, Mr. Goon Kok Loon, Ag Dy Director (Administration) and Mr. Chung Kek Choo, Director (Operations/Management Services).



Picture shows Capt. Arthur Naismith (third from left) explaining the workings of the Voith Schneider propulsion system with the aid of a model to PSA Chairman/General Manager, Mr. Howe Yoon Chong (extreme left). Looking on are Capt. Sidney Jones (second from left), Mr. Goon Kok Loon, Ag Dy Director (Administration) (fourth from left), and Mr. Chung Kek Choo, Director (Operations/Management Services) (extreme left).

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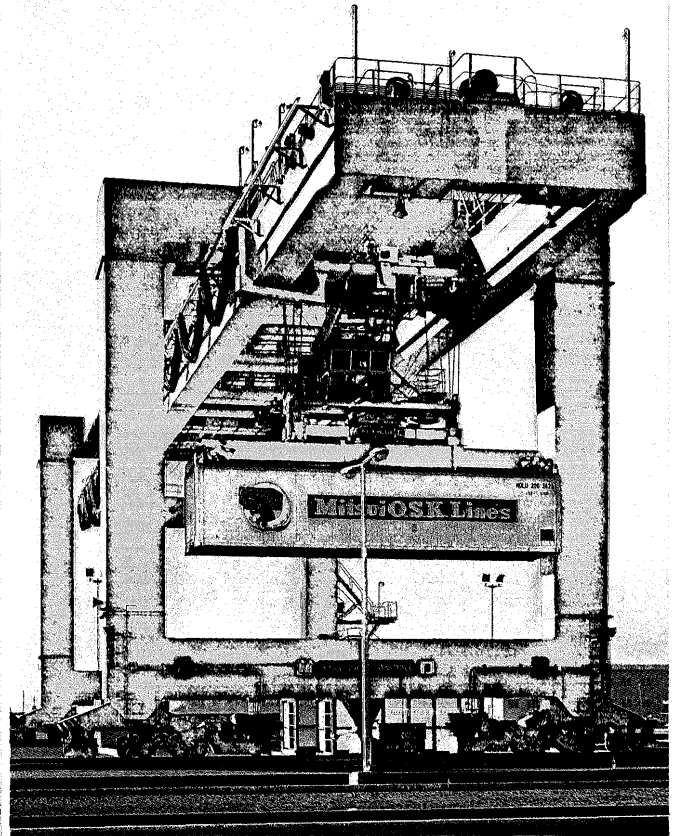
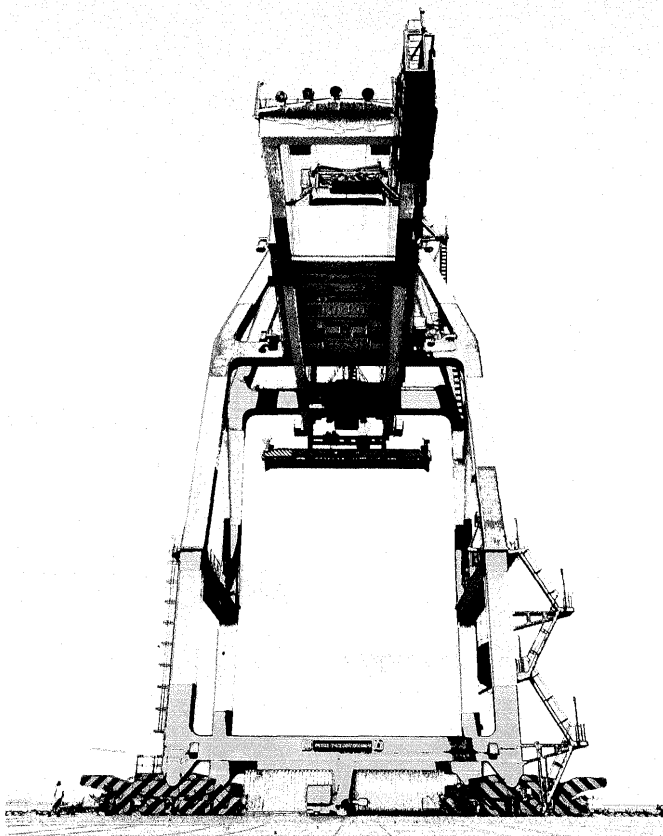
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