

# PORTS *and* HARBORS

September, 1974 Vol. 19, No. 9



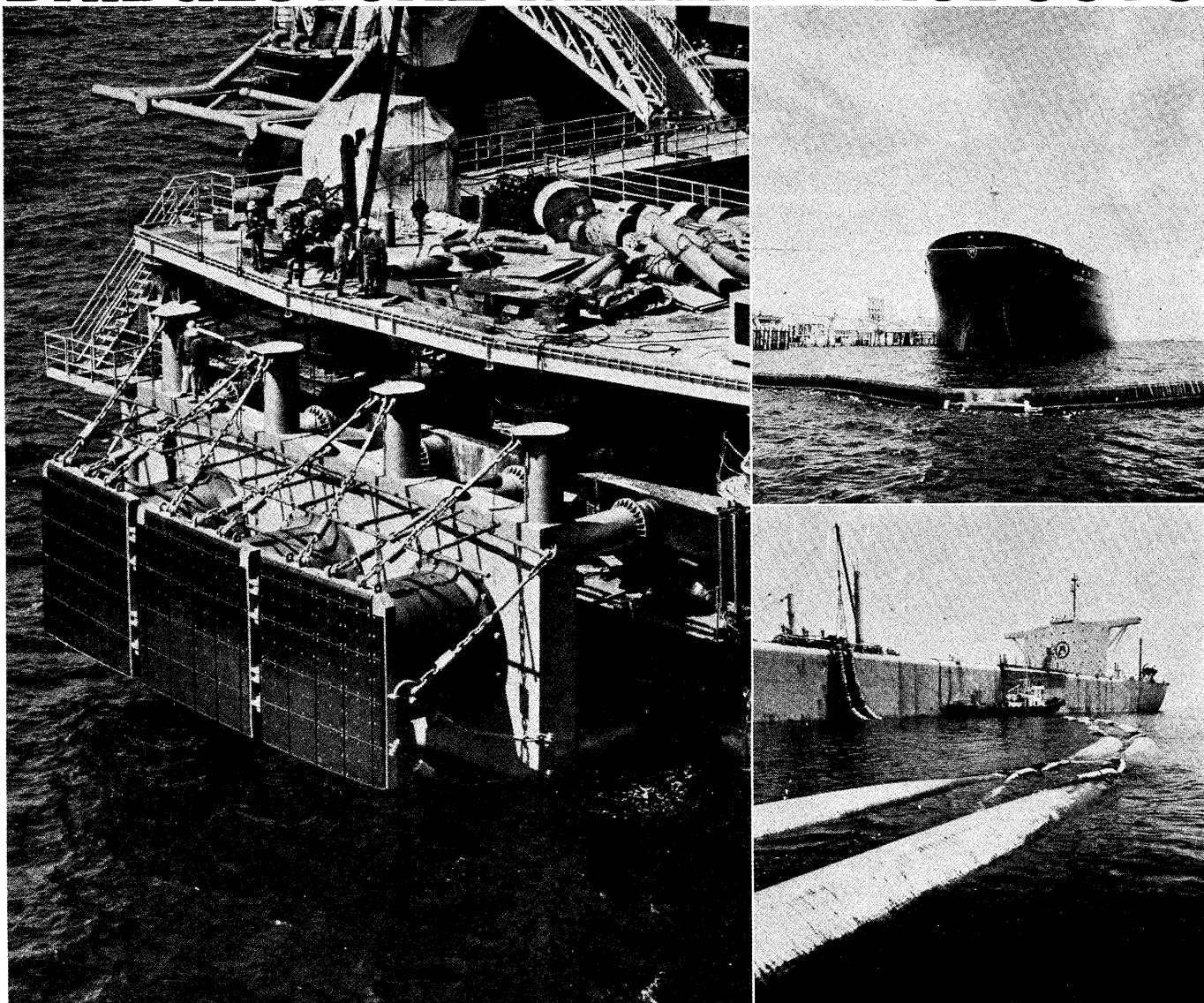
Port of Long Beach

## IAPH Conference Singapore March 1975

The Publisher: The International Association of Ports and Harbors

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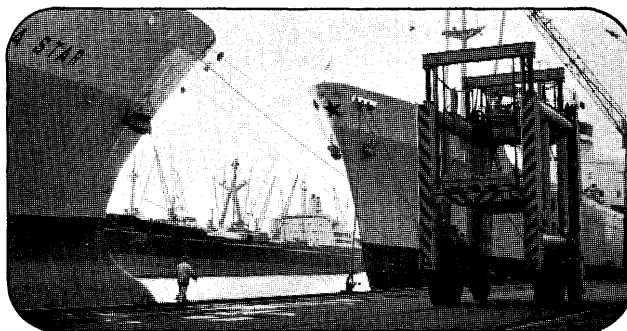
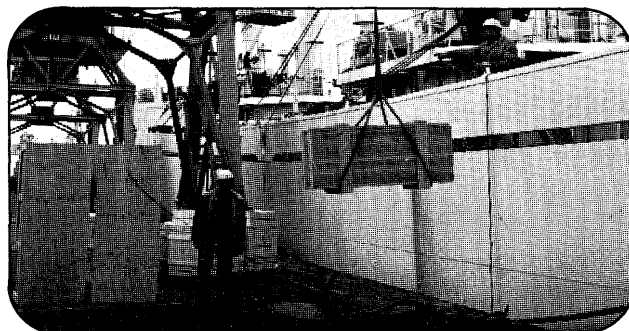
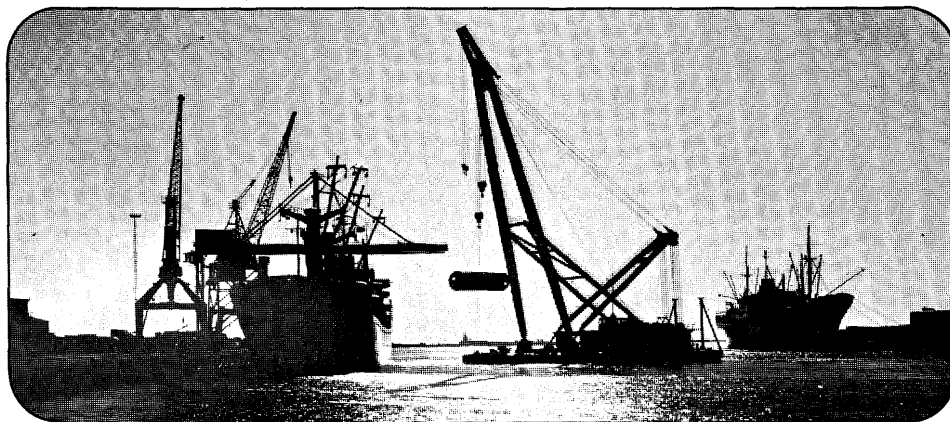
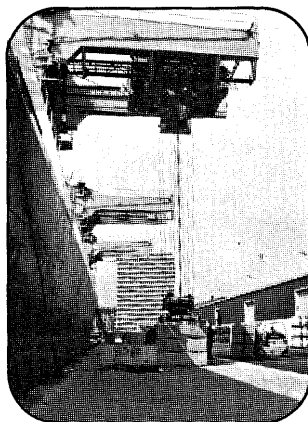
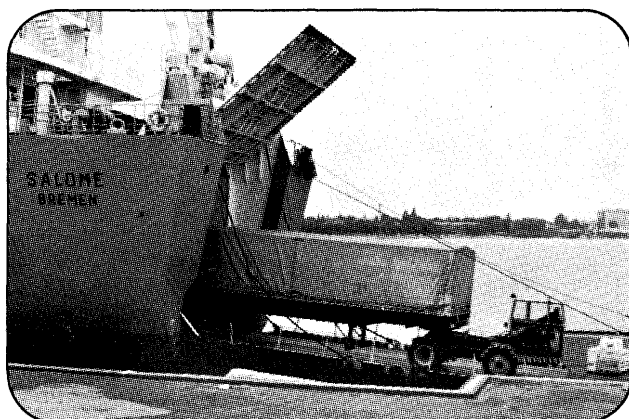
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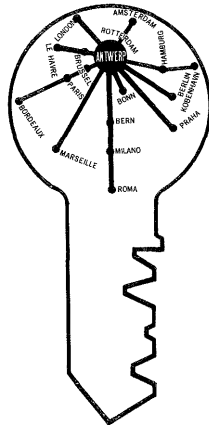
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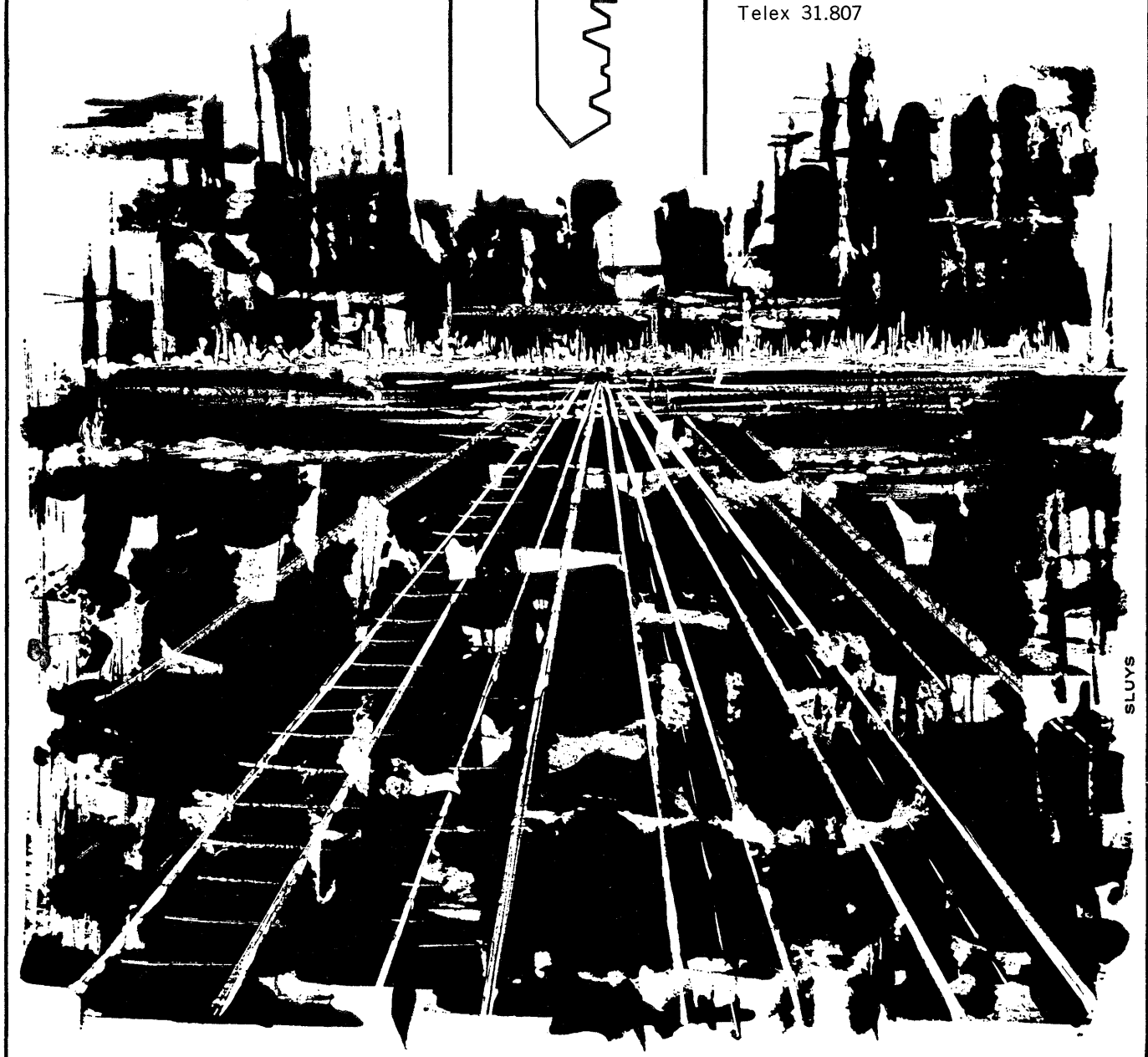
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# PORTS *and* HARBORS

Editor: Yoshio Hayashi

Published monthly by

## The International Association of Ports and Harbors

N.G.O. Consultative Status, United Nations (ECOSOC, UNCTAD, IMCO)

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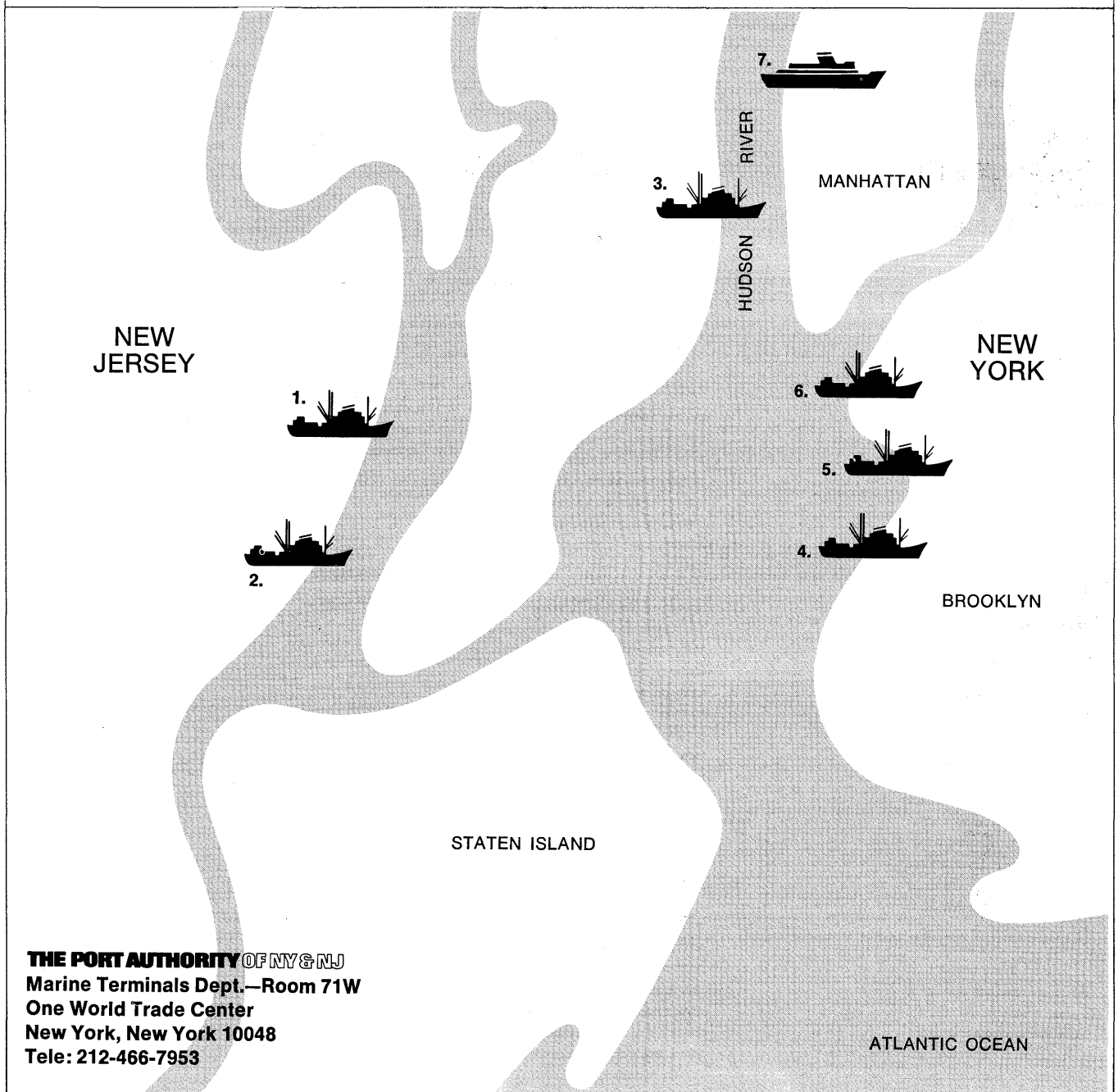
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# PORTS *and* HARBORS

**IAPH Head Office Announcements:** Pages 7~20

## Singapore Conference gets nearer

Thanks to the good offices of Mr. Howe Yoon Chong, Chairman, Mr. Loh Heng Kee, Director and other officials of the Port of Singapore Authority, the arrangements for the 9th Conference are nearing its completion step by step steadily.

Recently the Planning Committee of the 9th Conference, headed by Mr. Loh, sent to this office the finalized Conference Programme, the outline of which had been examined and agreed upon in general by the Executive Committee at Auckland last March and minor adjustments had been made through consultation between Singapore and this office. (pp. 10-11)

Further to the above, Mr. Vleugels, our President, and Mr. Howe, Conference Chairman kindly sent us their "welcome messages" to IAPH members for the Singapore Conference to be carried in this issue in company with the Conference Programme. (pp. 8-9) As to the Conference Agenda, according to Sec. 12 of By-Laws, we have forwarded a draft to officials concerned, on July 25, for their examination. We expect all IAPH members will be informed of the Conference Agenda before long. (K.Y.)

### **IAPH proposal on "Wreck Removal" submitted to IMCO**

*On July 9th 1974. Secretary General submitted "IAPH Proposal on Wreck Removal" to Mr. Chadrika Prasad Srivastava, Secretary-General of IMCO.*

*Following is the full text of the letter submitted, from which IAPH members can see in brief how the proposal was processed and submitted.*

*The sentence of the proposal itself is omitted here, as it was already published in the July issue (K.Y.)*

Dear Mr. Srivastava,

#### **Re: IAPH Proposal on "Wreck Removal"**

We are always thankful to you for your great organization's guidance and encouragement to us by which our activities have been much activated.

This is to submit to you an IAPH Proposal in regard to "the Draft Convention on Wreck Removal and Related Issues", enclosed herein, for your deliberations.

As we kept you posted of our great concern in this context (by our Resolution No. 8 relating to "Legal Protection of Ports and Navigable Waterways", adopted at

our Amsterdam Conference in May 1973 and submitted to you on July 20th, 1973), we have been interested in this vital issue all along. Since a working group on wreck removal was established in your organization, we have been paying special attention to your "Draft Convention", inter alia, by observing the first session of the group above convened during 3-7 December 1973, publishing relevant reports of our observers in our monthly journals, etc..

Our Executive Committee, at its meeting of last March convened in Auckland, New Zealand, attached great importance to the problem of the removal of wrecks and adopted an IAPH proposal to IMCO, which was unanimously agreed upon by our Board of Directors on June 10th, 1974.

Under such circumstances we beg you to give special consideration to our proposal and examine it in relation to the "Draft Convention" which is scheduled to be discussed at your coming meeting of Plenipotentiaries.

With best regards,

Yours sincerely,

Hajime Sato  
Secretary General

### **IAPH Proposal Circulated To Japanese Government Agencies**

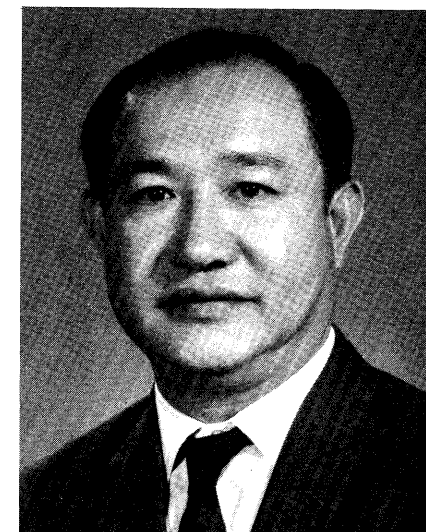
A copy of IAPH Proposal to IMCO on "Wreck Removal", the text of which carried in this page of this issue, was circulated among all relative Japanese Government Agencies and such organizations as the Japanese Ship-owners' Association for their deliberations, through the IAPH Foundation.

IAPH members are requested to take an action similar to this, if circumstances permit, so that our proposal might be examined good in advance by plenipotentiaries of the forthcoming IMCO meeting. (K.Y.)



Mr. Robert L.M. Vleugels

# Singapore, host of the Ninth I.A.P.H. Conference



Mr. Howe Yoon Chong

There are four facts which I like to put in evidence when I have the honor and pleasure to invite all members of I.A.P.H. to convene in Singapore from March 8th till 15th, 1975. Firstly: we shall meet in Singapore. This dashing State and Port, well located and equipped, carefully prepared a program which, I know, shall be a perfect one. There we shall have available all facilities and services enabling us to meet, to exchange ideas and to work in ideal conditions.

Secondly: our Association organises its Ninth Conference. That means that it built up valid experience in "how to do it" During previous meetings a growing number of members made acquaintance with many of their colleagues from other parts of the globe and made numerous friends. Of course new members will join us!

Thirdly: I.A.P.H. is an adult organization, internationally recognized. Thanks to the active contribution of its members and of those who are active in several standing and special committees the impact of our Association on the world's port economy in general and, as a result, on the ports individually is growing.

Fourthly: we shall meet in a Conference which has scientifically been prepared. The Executive Committee meeting (March 1974) at Auckland (N.Z.) set out the bases. Panels were composed, topics of common interest defined and since some months already Chairmen and panel-members are at work preparing themselves to exchange with you all their "expertise" relative to selected topics directly related to the ports' economy, the leading motto being: "Towards Greater International Port Co-operation".

I have the honor to invite you very cordially to the Ninth I.A.P.H. Conference in Singapore.

I sincerely hope and wish to meet you there!

Robert L.M. Vleugels  
President I.A.P.H.

Singapore extends a warm welcome to all participants and friends attending the 9th IAPH Conference to be held from 8 - 15 March, 1975. On behalf of the host port, I can assure you that nothing will be spared to make this Conference a successful and memorable one. The people of Singapore feel highly honoured that they are given the opportunity to play host to such an important Conference to which will come delegates from so many of the important ports of the world.

The theme of the 9th IAPH Conference is "Towards Greater International Port Co-operation." The aim is towards enhancing a greater spirit of co-operation amongst ports in all parts of the world. The topics for discussion concern the promotion of international trade, transport and shipping, greater efficiency in management and the development of port facilities, preventing and combating water pollution and crime in harbours, and towards port revenue evaluation. These topics should provide all those attending the Conference the opportunity to explore greater possibilities of closer ties and friendship amongst ports. With such laudable objectives in mind, all participants will no doubt respond enthusiastically to make the Conference a success. The world is becoming smaller as a result of modern advances in technology. Ports all over the world are being brought closer together by the faster speed of modern communications. Co-operation between ports has become a most urgent necessity.

Singapore is in the centre of a very important and fast developing region. With the co-operation of port authorities in the region, we can present a most interesting post conference tour programme for those who can spare some time after the Conference to sample the diverse, rich and interesting cultural backgrounds of the people of South East Asia. Names like Bali, Penang, Kuala Lumpur and Lake Toba recur constantly in travel brochures, and now is the chance for you to actually visit them and to bring back with you fond memories of the exotic East!

With your support the 9th IAPH Conference will attract a record number of delegates. For the ladies too a very special programme has been arranged.

We in Singapore look forward to seeing you at the 9th IAPH Conference in March 1975.

Howe Yoon Chong  
Conference Chairman  
9th I.A.P.H. Conference



# Tentative Programme of the 9th IAPH Conference

Singapore, March 8-15, 1975

Conference Venue: Shangri-la Hotel, Orange Grove Road,  
Singapore

Conference Secretariat:

9th IAPH Conference

Host Secretariat

Port of Singapore Authority

P.O. Box 300, Republic of Singapore

Telegraphic Address - "Tanjong Singapore"

Telex - RS 21507

## Theme and Topics for Working Sessions

Theme: "Towards Greater International Port Co-operation"

Topics:

1. Port Co-operation in the Promotion of International Trade, Transport & Shipping

Chairman: George W. Altvater

Executive Director

Port of Houston, U.S.A.

2. Port Co-operation towards Greater Efficiency in Management and the Development of Facilities

Chairman: P.K. Kinyanjui

Chairman, East African Harbours Corporation

3. Port Co-operation in Preventing & Combating Water Pollution & Crime in Harbours

Chairman: W. H. Brotherson

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

4. Port Co-operation Towards Revenue Evaluation

Chairman: Robert Boeuf

General Manager, Port of Dunkirk Authority, France

## General Programme:

### Saturday, March 8

0900 - 1700 Registration of Delegates

0900 - 1100 \*Meeting of Finance Committee

1100 - 1300 Meeting of International Port Development Committee

1400 - 1600 Meeting of Special Review Committee

1500 - 1700 Meeting of Committee on Large Ships

1700 - 1800 \*\*Meeting of Credentials Committee

### Sunday, March 9

0900 - 1700 Registration of Delegates

0900 - 1200 Meeting of Committee on Containerization and Barge Carriers

1400 - 1600 Joint Meeting of Board of Directors and Executive Committee Members

1600 - 1700 Meeting of Committee on Legal Protection of Navigable Waterways

1600 - 1700 \*\*Meeting of Credentials Committee

1730 - 1900 Reception for Board of Directors and Executive Committee Members

### Monday, March 10

0830 - 0900 \*\*Meeting of Credentials Committee

0900 - 1600 Registration of Delegates

0900 - 1000 Meeting of Ways and Means Committee

1000 - 1200 Meeting of Resolutions and Bills Committee

1100 - 1200 Call on the Minister for Communications (President, Vice-Presidents, Secretary General, Secretary General Emeritus,

1400 - 1500 Meeting of Chairmen and Panelists of Working Sessions

1530 Delegates and Ladies assemble for Official Opening Ceremony

1530 Arrival of Officials and guests

1550 Arrival of the Honorable Minister for Communications and Patron of Conference

1600 - 1630 (1) Address of welcome by Conference Chairman

(2) Address by Mr. Robert L.M. Vleugels, President, IAPH

(3) Address and Declaration of Opening of the Conference by the Honorable Minister for Communications and Patron of Conference

1700 - 1800 Reception

2000 - 2300 Informal Get-together of Delegates and Ladies for "Satay" Nite and Cultural Show

### Tuesday, March 11

0900 - 1000 First Plenary Session

1000 - 1030 Coffee Break

1030 - 1130 First Plenary Session (continuation)

1130 - 1230 Meeting of Nominating Committee

1230 - 1400 Luncheon

1400 - 1600 Working Session No. 1

1600 - 1630 Tea Break

1630 - 1800 Second Plenary Session

2000 - 2200 "Singapore By Night" - Tour

(Light refreshment will be served during the tour.)

### Wednesday, March 12

0900 - 1600 "Merlion" Tour

1300 - 1600 Golf Championship

1900 - 2100 Reception hosted by the Honourable Minister for Communications

### Thursday, March 13

0830 - 0900 Meeting of Honorary Membership Committee

0830 - 0930 \*Meeting of Finance Committee (reserve)

0900 - 1000 Meeting of Resolutions and Bills Committee

1030 - 1230 Working Session No. 2

1400 - 1600 Working Session No. 3

1600 - 1630 Tea Break

1630 - 1800 Third Plenary Session

2000 - 2230 9th IAPH Conference Dinner

**Friday, March 14**

- 0830 - 1100 Working Session No. 4
- 1100 - 1200 Meeting of Resolutions and Bills Committee
- 1230 - 1400 Luncheon
- 1400 - 1600 Joint Meeting of New Board of Directors and New Executive Committee Members
- 1630 - 1800 Closing Session
- 2000 - 2300 Farewell Party

**Saturday, March 15**

- 0900 - 1200 Meetings of various Special Committees
- 0930 - 1300 Picnic
- 1500 - 1830 Open House for Tennis, Badminton, Golf and other games

**Sunday, March 16**

Departure for/Post Conference Tours/proposed.

**Post Conference Tour:****Alternative I**

- (a) 5-Day Malaysian Tour by air and coach
- (b) "Drive-away" by car to West Malaysia from Singapore

Both tours include visits to the Malaysian ports at Kelang and Penang

**Alternative II**

6-Day tour of Indonesia covering Jakarta, its outlying areas and Lake Toba in North Sumatra, with visits to Ports of Tanjung Priok and Belawan.

**Alternative III**

6-Day tour of Indonesia covering Jakarta, its outlying areas and Bali, with visits to the port of Tanjung Priok.

**Ladies Programme:****Tuesday, March 11**

- 1000 - 1200 Shopping
- 1430 - 1530 Fashion Show
- 1530 - 1630 Garden Tea Party

**Thursday, March 13**

- 0900 - 1200 Alternative I - Cooking Demonstration  
Alternative II - Flower Arrangement & Vegetable Carving
- 1430 - 1630 Shopping

**Friday, March 14**

- 0900 - 1200 Sightseeing

*Note:* Accompanying ladies are also included in all the official and social functions as listed in the Conference general programme.

*Note:* \*As announced in the June issue of this journal (page 13, 14) the Special Review Committee on Constitution and By-Laws which met at Auckland, New Zealand, in March last, proposed some amendments to the By-Laws. The proposals are now being reviewed by the Executive Committee and the Board of Directors, and are likely to come into force from January 1st, 1975, if so amended. As a result, the Special Committee which was known as the "Ways and Means" Committee will be called "Finance" Committee.

\*\*By the same reason, a "Credentials Committee" will be established anew among Conference Committees.

## IAPH observes the 6th Shipping Committee meeting UNCTAD

Mr. G.W. Nicklin, the Manager of the Management Services Department of the Port of London Authority was appointed by Mr. Vleugels, IAPH President, as a delegate of IAPH to the Sixth Session of the Committee on Shipping to be held from July 29 to August 9, 1974 at Palais des Nations.

As to the background of this meeting, IAPH members and readers of this journal are kindly requested to look over again the detailed information produced by Mr. John Lunch, Director General of the Port of London Authority, in the May issue of this journal. (K.Y.)

## World Population Conference, 1974

In the March 1974 issue of this journal (see page 14) we reported on the scope of the World Population Conference with details and referred to IAPH's wish to be presented at this Conference.

However, after careful consultation among President and officials concerned, we reached a conclusion that we could not help but let the opportunity go due to the unavailability of the appropriate delegate.

On June 4, 1974 we sent a letter to Mr. Antonio Carrillo-Flores, Secretary-General, World Population Conference informing him of the withdrawal of our original proposition. (K.Y.)

## 8th Conference Proceedings mailed out

The Proceedings of the 8th IAPH Conference 1973 was completed and mailed out from the Head Office to all members and the officials concerned on July 24, 1974.

Secretary General Hajime Sato again extends his apology to the entitled recipients in his introductory note of the 223-page book bound in beautiful 'ocean blue' cover "for the delay of the publication of it, and for the abridgement we had to make in places, due to an unhappy accident brought about in the tape recording process". (TKD)

## An interim report on the Membership Directory '75

Secretary General Dr. Hajime Sato dispatched a circular letter dated May 25, 1974 to all IAPH members requesting their up-dated Entry to the 1975 edition of IAPH Membership Directory before July 15, 1974. But finding the returns on the closing day counted only 40 percent of the total membership, Secretary General again sent a reminder to those who had failed to respond in time, thus winning 60% replies - Regular members - 74%, Associate members - 37%.

The new edition has gone to the press. However, chances are kept open for amendments to those entries reaching the Head Office by the end of August. (TKD)

## Visitors

**Mr. Bernard J. Caughlin**, IAPH Founder Honorary Member and ex-Chairman of the Ways and Means Committee, who retired as General Manager of Port of Los Angeles, U.S.A., on January 2, 1974, made a pleasure trip to Japan from July 6-20.

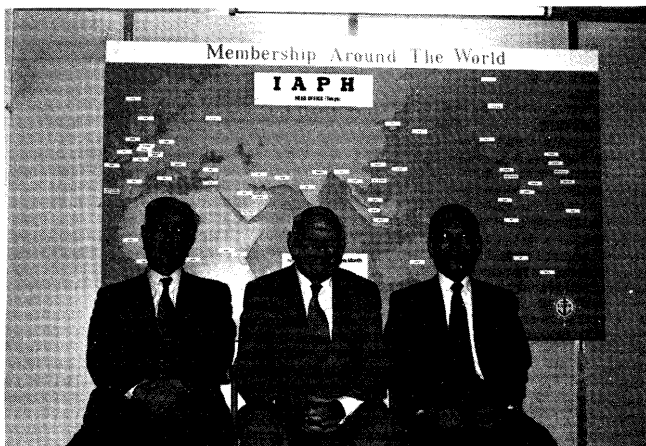
The major purpose of his trip was to attend the opening ceremony of the Osaka Nanko Bridge held on July 15th, upon invitation of City of Osaka.

Mr. Caughlin, who is now living in retirement comfortably in the suburbs of Los Angeles, flew to Tokyo one week earlier to visit his intimate friends and business associates in local ports and shipping circles that he kept through the past 20 years long of his frequent visits.

Mr. Caughlin visited IAPH Head Office on the morning of July 9th and again on the afternoon of 10th, and was welcomed by Dr. Hajime Sato, Secretary General, Mr. Toru Akiyama, Secretary General Emeritus and other staff of the Secretariat. As a veteran IAPH member who most enthusiastically devoted his efforts until his retirement to the growth of the Association, Mr. Caughlin was requested to give his esteemed guidance and advice on the Association's financial matters in general, to which request he most generously responded by making himself available to the top officials of the Secretariat.

On the evening of July 9th, a welcome dinner party was held in honor of Mr. Caughlin hosted by Mr. Toru Akiyama, President of the IAPH Foundation and Secretary General Emeritus, at a Chinese restaurant in the World Trade Center, Tokyo. The invitees were: Mr. Gengo Tsuboi, IAPH Executive Member and Vice President, the Japanese Shipowners' Association, Dr. Shizuo Kuroda, President, ICHCA, Japan, Dr. Y. Kurisu, former Director, Bureau of Ports and Harbors, and from the same Bureau of Ministry of Transport, Mr. Y. Takeuchi, Director, Mr. K. Okubo, Technical Counsellor, Mr. M. Aoyama, Director, Construction Division, in addition to Dr. Hajime Sato, Secretary General, Mr. K. Yokoyama, Deputy Secretary General and Mr. R. Kondoh, Under Secretary, from IAPH Head Office.

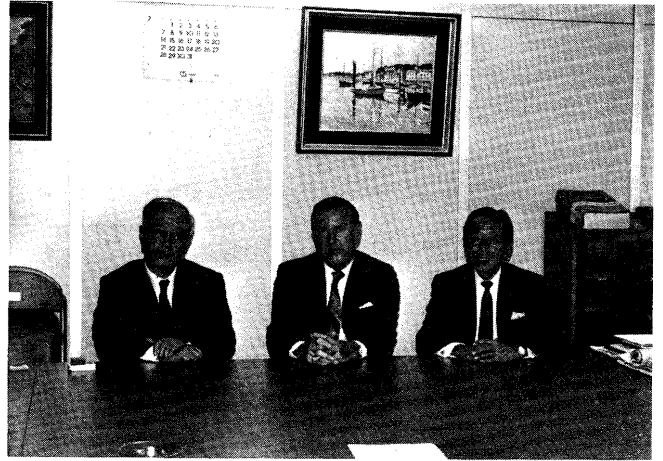
Mr. Caughlin returned home from Tokyo International Airport on July 20th leaving his warm thoughts in Japan. (TKD)



**Mr. Bernard J. Caughlin** all in smile before the IAPH membership distribution board on July 9th sandwiched by Secretary General Dr. Hajime Sato (left) and Mr. Toru Akiyama, Secretary General Emeritus (right). (TKD)

**Mr. A.S. Mayne**, Chairman of the Melbourne Harbor Trust Commissioners, visited IAPH Head Office on July 18th at Tokyo on his way from Osaka, where he attended the opening ceremony of the Osaka Nanko Bridge, upon invitation of City of Osaka on July 15th.

Mr. Mayne left Tokyo on the evening of July 18th, after his courtesy call to the Secretary General of IAPH, for his next destination, London. (TKD)



**Mr. A.S. Mayne** visits IAPH Head Office on July 18th - sitting from left to right are: Secretary General Dr. Hajime Sato; Mr. A.S. Mayne, Chairman of the Melbourne Harbor Trust Commissioners; and Mr. Katsuya Yokoyama, Deputy Secretary General. (TKD)



# Safe practice on Dangerous Goods

*Thanks to the good offices of Mr. A.J. Smith, BPA, our Liaison Officer with IMCO, IAPH members were informed of the IMCO's Recommendation on Safe Practice on Dangerous Goods in Ports and Harbours with details in the January, 1974, issue of this journal under the symbol of "Report on 28th Session of Marine Safe Committee", IMCO (P11-17). Furthermore, "the Provisional Agenda of the 23rd Session of the Sub-Committee on the Carriage of Dangerous Goods" was made public in the March 1974 issue of this journal.*

*Mr. Smith, who attended the session above-mentioned on behalf of IAPH, kindly sent us his report under the date of July 8, 1974, which we are happy to publish in this issue. IAPH members are kindly requested to go over his report and send him suggestion or comments, if any, so that Mr. Smith can reflex of the members' views in his discussion. As to the IMCO's Resolution A. 289 (VIII), we publish the full text of the IMCO document, Distr. General AVIII/Res. 289 10 December 1973, in addition to Mr. Smith's report once gain. (K.Y.)*

## IMCO Sub-Committee on the Carriage of Dangerous Goods

I submit, herewith, my report on the 23rd Session of the IMCO Sub-Committee on the Carriage of Dangerous Goods which was held in London from 17th to 21st June, 1974.

I.A.P.H. was represented by Capt. R.L. Collins, Mr. P.T. Mabbitt, Capt. G.R. Rees, Cdr. P. Satow and myself.

The Report of the Sub-Committee is to be submitted to the IMCO Maritime Safety Committee, the next meeting of which takes place in October 1974. Several delegations, notably the French and Russian, expressed concern at the slow progress made on some items and at the increasing workload of the Sub-Committee, particularly the consideration of pollutants following the 1973 International Marine Pollution Conference. It was therefore decided that there should be at least two sessions in 1975 and in following years.

The session contained little of direct concern to Port Authorities, except in the general aspect that improvements in safety requirements must reduce the hazards involved in vessels carrying dangerous goods in ports and approaches.

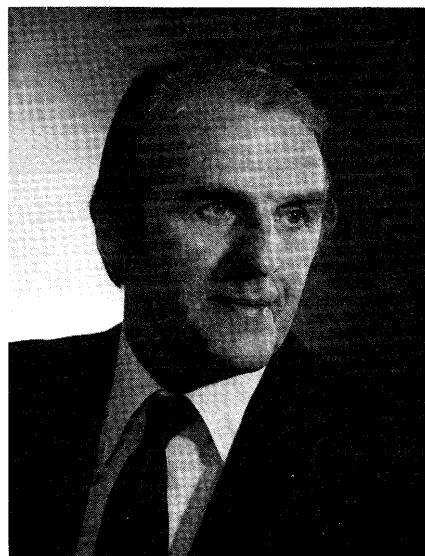
Much of the session was devoted to amendments to the International Maritime Dangerous Goods Code, involving a good deal of discussion on technical detail.

The Sub-Committee recommended that the Code should be elevated to the status of an International Convention, with, as far as possible, one basic set of rules for all modes of transport. This recommendation is seen as a long term objective, say five to ten years.

The following were some of the more important items discussed at the session:—

### a) Inclusion of Pollutants in the Code.

It was agreed to study the GESAMP list of Pollutants, the Secretariat would consult the Marine Environment Protection Committee and the matter would be considered further at the next session.



Mr. A.J. Smith.

### b) Dangerous Goods in Freight Containers.

Progress was made with this item and it was agreed to consider the matter further at the next session.

### c) Portable Tanks for dangerous goods and gases.

It was agreed that an inter-sessional meeting would take place under the aegis if the United States Delegation and that a report would be submitted at the next session.

### d) Bulk Carriage of dangerous dry cargoes, in particular sulphur.

It was agreed that a special section of the Code should be developed to deal with this subject. The Secretariat would prepare a list of dangerous cargoes that may be carried in bulk and report at the next session.

### e) Emergency Cards for ships carrying dangerous goods.

It was considered that labels were of doubtful value, but it would be useful for the manifest or stowage list to be marked so as to indicate hazards and action to be taken in an emergency. The United States delegation would prepare a paper for consideration at the next session.

We had hoped for a detailed discussion of the Agenda Items dealing with Dangerous Goods in Ports, particularly because Resolution A289 (viii) adopted by Assembly on 20th November, 1973 set out a Recommendation on Safe Practice on Dangerous Goods in Ports and Harbours.

Discussion of this matter was strictly limited, however, and concerned itself, in general terms, with the coordination of IMCO activities and, specifically, with the need to refer all new and related Forms to the Facilitation Committee for consideration. In addition, the Sub-Committee discussed inconclusively the desirability of obtaining a progress report from national delegations on the implementation of I.M.C.O. Resolution A289 (viii) referred to above.

You may be interested to know that the British Ports Association has also considered the manner by which IMCO Resolution A289 (viii) (copy attached for your ease of reference) could be implemented in the United Kingdom. We have concluded that our interests would be best served

by drawing up a Model Code of Byelaws based on the recommendation of IMCO on Safe Practice on Dangerous Goods in Ports and Harbours. This matter is now being progressed.

It would be helpful to know whether, from your wide experience, similar examples of concerted action to draw up a Code of Safe Practice, have been undertaken by your members, and, in the event, whether they would care to get in touch with me on this subject.

## **IMCO RESOLUTION A.289(VIII)**

(adopted on 20 November 1973)

### **RECOMMENDATION ON SAFE PRACTICE ON DANGEROUS GOODS IN PORTS AND HARBOURS**

#### **THE ASSEMBLY,**

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

BEARING IN MIND Recommendation 56 of the International Conference on Safety of Life at Sea, 1960,

RECALLING Resolutions A.81(IV), A.120(V) and A.230(VII) by which it approved the International Maritime Dangerous Goods Code and recommended its adoption so as to obtain harmonization of national regulations and facilitate the international traffic of such goods,

RECOGNIZING the need to provide a standard framework within which port authorities or other relevant organizations can formulate regulations to ensure the safe storage and handling of dangerous goods,

HAVING CONSIDERED the Report of the Maritime Safety Committee on its twenty-eighth session,

#### **RESOLVES:**

- (a) to adopt the Recommendation on Safe Practice on Dangerous Goods in Ports and Harbours, the text of which appears at Annex to this Resolution;
- (b) to invite all governments concerned to take appropriate steps to give effect to the Recommendation as soon as possible,

REQUESTS the Secretary-General to publish the Recommendation on Safe Practice on Dangerous Goods in Ports and Harbours and its Appendix as an Annex to the International Maritime Dangerous Goods Code and to distribute it as appropriate.

### **ANNEX**

#### **RECOMMENDATION ON SAFE PRACTICE ON DANGEROUS GOODS IN PORTS AND HARBOURS**

##### **1. PURPOSE**

1.1 To provide a standard framework within which port authorities or other relevant organizations can formulate regulations to ensure the safe storage and handling of dangerous goods.

##### **2. APPLICATION**

2.1 Applies to all dangerous goods as defined in the International Maritime Dangerous Goods Code which are handled to and from a ship in packages, freight containers, portable tanks and roll-on/roll-off vehicles within a port area.

##### **3. DEFINITIONS**

The term "Port Area" means the land and sea area within which actual harbour operations are carried out. It

may include, for example, accesses to the port, anchorages, quays, harbour yards, delivery depots and storage depots.

The term "Port Authority" means an organization having effective control over the "Port Area".

The term "competent person" means a competent person acceptable as such to the "Port Authority"

The term "user of the port" means any person who by himself, or through his agents or employees, seeks to use the facilities of any port area for the berthing of any ship whether engaged on maritime or inland navigation and/or for the loading and/or discharge of any goods from such ship.

The term "ship operator" includes the shipowner, master, or any agent responsible for the operation of the ship.

The term "emergency services" means Police, Fire, Ambulance, Hospital or any other organization capable of rendering active assistance in the event of an incident.

#### **4. RESPONSIBILITIES OF PORT AUTHORITIES**

4.1 It should be at the discretion of the Port Authority to decide to what extent such goods should be:

- (a) allowed within the port area;
- (b) delivered or received direct from the ship to other waterborne craft for landing at some alternative berth;
- (c) delivered or received direct from ship to or from land conveyance;
- (d) deposited for any period in the port area.

4.2 It should be the responsibility of the Port Authority to publish the conditions under which dangerous goods will be accepted and such conditions should be based on the recommendations of the International Maritime Dangerous Goods Code.

#### **5. PRINCIPLES**

5.1 All ports should give effect to the following principles:

- (a) prior advice should be given by the ship operator to the Port Authority of the carriage of dangerous goods aboard any ship prior to the entry within the port area in accordance with the recommendations under Section 6;
- (b) the safe movement of the ship within the port area;
- (c) notice should be given by the ship operator prior to the commencement of discharge to the Port Authority and where appropriate any other organizations, indicating those dangerous goods that are for discharge at that port and those remaining on board for onward carriage;
- (d) prior advice should be given by the consignor or land carrier to the Port Authority, of dangerous goods being offered for outward shipment in accordance with the recommendation under paragraph 10.3;
- (e) goods should be handled with due care and attention under the supervision of a competent person at all times and the most suitable type of cargo handling gear in good condition should be used having regard to the relevant provisions of the ILO Convention No. 32, the ILO Code of Practice "Safety and Health in Dock Work", national laws and codes of practice, and where appropriate the "Code of Safe Practice for Handling of Dangerous Goods in Packages/Cargo Handling Gear" recommended by the International Cargo Handling Co-ordination Association (ICHCA);
- (f) all goods received should be handled, stowed and

segregated having regard to the following:

- (i) the safety of all persons in the area;
- (ii) the safety of all premises, ships and equipment within the area;
- (iii) the safety of all goods from contamination or the risk of fire or explosion;

- (g) Emergency procedures should be laid down, detailing the action to be taken in the event of an incident involving dangerous goods within the port area and the sources (e.g. port authority, emergency services, etc.) of trained staff, suitable protective clothing, and any necessary equipment.

5.2 To give effect to these principles, it is recommended that all ports should incorporate in line with the recommendations of the International Maritime Dangerous Goods Code, the following conditions in their regulations or bye-laws.

5.3 As far as possible the following additional principle should be followed:

Safe stowage and segregation of dangerous goods on board ships should be in accordance with the recommendations of the International Maritime Dangerous Goods Code.

## 6. PRIOR ADVICE OF ARRIVAL OF DANGEROUS GOODS BY WATER

6.1 Port Authorities should prescribe that all ships carrying dangerous goods should give prior advice to the Port Authority at least 48 hours before entry into the port area or where this is not practicable (e.g. short sea traffic) as early as possible prior to entry into the port area.

6.1.1 The Port Authority should establish the minimum quantities of dangerous goods, which may vary from Class to Class, for which prior advice of arrival is required. In establishing these requirements, Port Authorities should be guided by the relevant local conditions, such as climatic, industrial and environmental factors, population density, etc.

6.1.2 The advice should be given by the most suitable means of communication and should only include the necessary information the Port Authority needs to process the ship.

## 7. MOVEMENT AND BERTHING OF SHIPS WITHIN THE PORT AREA

7.1 It should be the responsibility of the Port Authority to establish procedures whereby advice may be given to shipmasters regarding safe movement, and instructions should be given to shipmasters regarding berthing, mooring, maintenance of distance limits and the showing of appropriate signals.

## 8. DISCHARGE OF DANGEROUS GOODS

8.1 Port Authorities should specify under what conditions dangerous goods may be discharged including:

8.1.1 No ship carrying dangerous goods should commence discharge of any cargo until the Port Authority and where appropriate any other organization employing personnel for the discharge of goods from the ship have been supplied in writing with a list and a cargo plan of all dangerous goods carried aboard giving IMCO Classification and subdivision (including the correct technical name, UN Number, quantity, marks, type of packaging) and indicating those goods which are for discharge at the port and those remaining on board for onward carriage.

8.1.2 Where goods are for discharge overseas to other waterborne craft a list giving IMCO Classification and subdivision (including the correct technical name), UN Number, quantity, marks, type of packaging should be handed to the person in charge of the receiving vessel and/or organization responsible for the craft.

8.2 It should be the responsibility of the shipmaster to ensure that all dangerous goods notified for discharge at any port are appropriately marked and labelled in accordance with the International Maritime Dangerous Goods Code.

8.3 It is recommended that the organization employing personnel for the discharge of goods from the ship should maintain a continuing record of the amount of dangerous goods which has been discharged.

8.4 Discharging of dangerous goods should commence as soon as possible after the arrival of the ship.

## 9. RECEPTION FROM SHIP AND STORAGE OF DANGEROUS GOODS

9.1 If it is proposed to permit dangerous goods to be stored in the port area the segregation of goods should be based on the principles of the International Maritime Dangerous Goods Code.

9.1.1 Dangerous goods having explosive properties should, however, be stored in separate places. The minimum distance and maximum amount should be laid down taking into account the safety of ships and the neighbourhood.

9.1.2 The special recommendations for Container Traffic — SECTION 12 — and the Carriage of Dangerous Goods on Roll-on/Roll-off Ships — SECTION 17 — of the International Maritime Dangerous Goods Code should equally serve as a basis for regulations in the port area.

9.2 Dangerous goods stored in the port area should be the subject of regular inspection by a competent person at least once daily and immediately after close of work and any damages, leakages, reported immediately to the Port Authority.

9.3 Dangerous goods should only be stored in transit sheds for a limited period of time to be specified by the Port Authority.

9.4 When dangerous goods are stored in large quantities in buildings these buildings should be constructed of suitable non-combustible material.

9.5 Regulations should also deal with:

- (a) smoking and use of naked flames or any other means of ignition;
- (b) the instruction of personnel as to the dangers involved;
- (c) the provisions of warning by notices and other means when dangerous goods are being handled;
- (d) safety requirements that may be necessary for individual Classes of dangerous goods, including advising emergency services of the presence of highly dangerous goods in the port area;
- (e) the provision at all times for free access by the emergency services to areas (including ships) occupied by dangerous goods;
- (f) the need to ensure that vehicles and ships are capable of being moved in an emergency, and that the manpower and motive power required for this purpose are readily available.



## 10. RECEIPT OF DANGEROUS GOODS FOR OUTWARD SHIPMENT

10.1 The receipt and storage of dangerous goods in the port areas should be as recommended in paragraphs 9.1 to 9.5.

10.2 It should be the responsibility of the users of the port to ascertain from the Port Authority or person having operational control of the berth and the ship operator, the conditions under which dangerous goods will be received at the berth and into the ship and the obligation to comply therewith.

10.3 It should be the responsibility of the ship operator or shipper or consignor to make available to the Port Authority and/or person having operational control of the berth and the organizer of employed labour, 48 hours in advance but in any case not later than the time the goods are received on to port premises, a document specifying the correct technical name, marks, numbers, quantity and weight and IMCO Classification and subdivision and UN Number of any dangerous goods presented for shipment.

10.4 The document referred to in paragraph 10.3 above may take the form of a Shipping Note which may be required by the wharfinger or of the Special Stowage Order issued by the ship operator or his agent. A recommended form is given at Appendix.

## 11. HANDLING OF DANGEROUS GOODS – CARGO HANDLING GEAR

It should be the responsibility of the persons in control of the cargo handling operations on board ship and in the port area to ensure that the suitable cargo handling gear is used for which purpose they should refer to the ILO Convention No. 32, ILO Code of Practice "Safety and Health in Dock Work", any national laws and codes of

practice and where appropriate the "Code of Safe Practice for Handling of Dangerous Goods in Packages/Cargo Handling Gear" as recommended by the International Cargo Handling Co-ordination Association (ICHCA).

## 12. EMERGENCY PROCEDURE

12.1 In the event of an incident involving the leakage of dangerous goods in enclosed spaces, all personnel should be evacuated from that hold, if on board ship, or section of the building. If the incident should occur in an open space, all personnel should be withdrawn to a safe distance preferably to windward of the affected area. Transport, cleaning up or repacking of damaged packages should not be continued or started until the consignor has been consulted or other expert advice is sought.

12.2 Immediate steps should be taken to ascertain the actual contents of the package and, if there is a risk to personnel or premises, emergency services should be called.

12.3 It should be the duty of the Port Authority and/or operator of the wharf or the person responsible for the handling of these dangerous goods to have available details of the appropriate action to be taken having regard to the goods being handled and if emergency services are not readily available to provide the appropriate fire extinguishers, breathing apparatus, protective clothing etc., that may be required and to ensure that adequate personnel have been trained in their use.

## APPENDIX

### RECOMMENDED FORM

A VIII/Res. 289

SEA-GOING VESSELS	NOTICE TO:	ADDRESS: .....		IMCO-CLASS:					
DANGEROUS GOODS	HARBOURMASTER .....	.....		NUMBER OF PAGES:					
IN PACKAGES	.....	.....		.....					
NAME SHIP:		NATIONALITY:							
BERTH:		E.T.A:							
AGENT/OWNERS:									
NAME AND KIND OF PACKAGES	CORRECT TECHNICAL NAME OF SUBSTANCES	GROSS WEIGHT (KILOGRAMMES)			IMCO CLASS (FLASH-POINT)	UN NUMBER	STOWAGE		ADDITIONAL INFORMATION (TIME OF HANDLING, ETC.)
		TO BE LOADED	TO BE DISCHARGED	RETAINED ON BOARD			ON DECK	UNDER DECK	

1974.

IMCO-CLASS 1 form: red

IMCO-CLASS 7 form: yellow

other CLASSES form: white

(Signature of the Master or his assignee)

# Marine Environment Protection Committee

*Thanks to a timely suggestion from Mr. A.J. Smith, BPA, our Liaison Officer with IMCO, we could make public in this issue the full text of the provisional agenda and the explanatory notes thereupon which are to be discussed in the Second Session of the Maritime Environment Committee, IMCO, which will be convened from 18 to 22 November 1974 at London.*

*Mr. Smith, in his letter to us dated July 2nd, expressed his hope saying "I shall, of course, attend the meeting; it may be, however, that other members of IAPH will wish to be present and, no doubt, you will advise me of their intentions in this regard, in due course."*

*We would like to call the attention of IAPH members to this subject and ask their cooperation with Mr. Smith. (K.Y.)*

## PROVISIONAL AGENDA

for the second session of the Marine Environment Protection Committee to be held at IMCO Headquarters, London W.1 from Monday 18 November at 10 a.m. to Friday, 22 November 1974

Opening of the session

1. Adoption of Agenda
2. Status of international conventions relating to marine pollution from ships of which IMCO is depositary
3. Establishment of the list of substances to be annexed to the Intervention Protocol
4. Development of improved methods of enforcement of convention requirements, with particular reference to arrangements for inspection at loading and repair ports
5. Preparation of a standardized form for communicating information on penalties imposed for breaches of the 1973 Convention
6. Means for ensuring the provision and maintenance of adequate reception facilities in ports
7. Review of availability of oil discharge monitoring and control equipment
8. Development of a standard method of identification of the source of discharged oil
9. Status report on the evaluation of hazards of new liquid substances, and categorization of such substances
10. Progress report on studies of procedures and arrangements for the discharge of noxious liquid substances
11. Possible designation of the Mediterranean Sea area as special area for the purposes of Annex II of the 1973 Convention
12. Progress report on the development of standards and test methods for operational requirements of a sewage treatment plant
13. Further development of a comprehensive manual on oil pollution of the sea and consideration of extension of manual to cover other noxious substances
14. Progress report on the work of other IMCO bodies relating to the prevention and control of marine pollution from ships
15. Formulation of an outline of a comprehensive plan for the development of measures aimed at protecting the marine environment from pollution from ships

16. Marine pollution activities outside the Organization
17. Technical symposium on prevention of marine pollution from ships
18. Future work programme and date of next session
19. Any other business
20. Consideration of the report of the Committee

## EXPLANATORY NOTES ON THE PROVISIONAL AGENDA FOR THE SECOND SESSION OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE

### 1. Adoption of Agenda

The provisional Agenda (MEPC II/1) has been prepared on the basis of decisions taken by the Committee at its first session (MEPC I/10, Annex IV) with the addition of Item 11 at the request of the Council.

### 2. Status of international conventions relating to marine pollution from ships of which IMCO is depositary

The Committee will be informed of the status of international conventions and other multilateral instruments relating to marine pollution from ships of which IMCO is depositary, and amendments there to.

### 3. Establishment of the list of substances to be annexed to the Intervention Protocol

The Committee expects to finalize the list of substances to be annexed to the Intervention Protocol. Members are invited to submit, by 31 July 1974, comments on the draft list contained in the Working Group's Report (MEPC I/WP.2) and circulated under cover of MEPC/Circ.3 of 21 March 1974, including proposals concerning radioactive substances to be included in the list.

Members are also invited to submit, by 31 July 1974, any available data on the hazard assessment of substances listed in MEPC/Circ.6 for which insufficient data were available.

Members are further invited to submit comments or proposals concerning guidelines indicating the criteria applied in evaluating the hazards of substances concerned.

### 4. Development of improved methods of enforcement of convention requirements, with particular reference to arrangements for inspection at loading and repair ports

The Committee will examine possibilities of tanker inspections at loading ports and other methods of enforcement of the Convention, particularly the 1969 amendments to the 1954 Oil Pollution Convention. Members are invited to submit comments or proposals on this subject for consideration by the Committee.

The Inquiry on Inspection Arrangements in Oil Loading Ports prepared by the Sub-Committee on Marine Pollution (MSC XXIV/19, Annex V) was circulated to governments by Note Verbale T5/4.01 (NV.1) of 1 November 1971. Replies to the Inquiry received from governments are contained in MP XIII/3/1.

### 5. Preparation of a standardized form for communicating information on penalties imposed for breaches of the 1973 Convention

The Secretariat will prepare a draft form for consideration by the Committee.

### 6. Means for ensuring the provision and maintenance of adequate reception facilities in ports

The Committee will consider means for ensuring the provision and maintenance of adequate facilities as soon as possible in compliance with the provisions of the 1973 Convention and its Annexes. Governments and interested organizations are invited to supply data on availability of reception facilities for oil, noxious liquid substances,

sewage and garbage. They are also invited to submit views or suggestions about the need to initiate technical studies on the most efficient and economical methods of providing reception facilities and destruction of residues, especially of chemical noxious substances.

**7. Review of availability of oil discharge monitoring and control equipment**

Governments and organizations are invited to supply information on the availability of oil discharge monitoring and control equipment particularly for light refined oil. Based on the information received, the Committee will consider what action is necessary to proceed with the work on this subject.

**8. Development of a standard method of identification of the source of discharged oil**

Members are invited to supply available information on a method of identifying discharged oil. The relevant information received from governments is contained in MEPC/INF.2, MEPC/INF.5 and MEPC/INF.5/Add.1.

**9. Status report on the evaluation of hazards of new liquid substances, and categorization of such substances**

The Committee will be informed of the outcome of the sixth session of GESAMP concerning the working arrangements for the hazard evaluation of new liquid substances. By MEPC/Circ.5 of 18 April 1974, governments have been invited to submit any available information on the hazard evaluation of substances contained in that Circular and any other substances known to be carried at sea.

**10. Progress report on studies of procedures and arrangements for the discharge of noxious liquid substances**

Governments and organizations are invited to submit available information concerning the procedures and arrangements for the discharge of noxious liquid substances required by Regulations 5 and 8 of Annex II of the 1973 Convention. The Committee will review the information received and consider further action to be taken.

**11. Possible designation of the Mediterranean Sea area as special area for the purposes of Annex II of the 1973 Convention**

The Council at its thirty-second session requested the Committee to study as a matter of priority the question of designating the Mediterranean as a special area for the purposes of Annex II of the 1973 Convention. Members are invited to submit comments or proposals in this regard. The coastal States are invited to submit any available technical information in relation to the oceanographical and ecological conditions and to the particular character of the traffic in the Mediterranean Sea to enable the Committee to evaluate the problem.

**12. Progress report on the development of standards and test methods for operational requirements of a sewage treatment plant**

Canada undertook to prepare a progress report on the standards and test methods for operational requirements of a sewage treatment plant and rete of discharge for consideration by the Committee. To this end, a questionnaire prepared by Canada was circulated to governments by MEPC/Circ.7 of 13 May 1974. Members are invited to submit the relevant information to the Canadian Government and a copy to the Secretariat by 1 July 1974.

**13. Further development of a comprehensive manual on oil pollution of the sea and consideration of extension of manual to cover other noxious substances**

It is expected that the United Kingdom, Canada and Netherlands will submit draft texts of the relevant sections

of the manual for consideration by the Committee. Members are invited to submit comments or proposals concerning the improvement of the existing "Manual on Oil Pollution" (Publication: IMCO 1972.12) in particular on the methods dealing with large scale spillages and also concerning the extension of the manual to cover substances other than oil.

**14. Progress report on the work of other IMCO bodies relating to the prevention and control of marine pollution from ships**

The Committee will receive progress report by the Secretariat concerning the work of the Maritime Safety Committee and its sub-committees, the Legal Committee and the Committee on Technical Co-operation relating to the prevention and control of marine pollution from ships, including the progress of work on items 6, 7, 11, 12 and 14 of the Action Plan. The Committee will examine the report and take action as necessary.

In accordance with the decisions of the Committee on Technical Co-operation at its ninth session (TC IX/8, paragraph 23(a)) the Governments of developing countries are requested to submit information concerning difficulties which they are likely to encounter in implementing the 1973 Convention.

**15. Formulation of an outline of a comprehensive plan for the development of measures aimed at protecting the marine environment from pollution from ships**

France undertook to prepare, in co-operation with other Members, particularly Canada, a proposal for a comprehensive action plan for the development of measures aimed at protecting the marine environment from pollution from ships for consideration by the Committee.

**16. Marine pollution activities outside the Organization**

The Secretariat will prepare a report for review and action, as necessary, by the Committee, summarizing the marine pollution activities outside the Organization, including in particular the outcome of the Law of the Sea Conference (Caracas, 20 June - 29 August 1974), the second session of the United Nations Environment Programme (Nairobi, 11-22 March 1974), FAO Consultations on the Protection of Living Resources and Fisheries from Pollution in the Mediterranean (Rome, 11-16 February and 27 May-1 June 1974), Inter-Parliamentary Conference of Coastal States on the Control of Pollution in the Mediterranean Sea (Rome, 29 March-3 April 1974), Conference on the Protection of the Marine Environment of the Baltic Sea Area (Helsinki, 18-22 March 1974), sixth session of GESAMP (Geneva, 22-28 March 1974), etc.

The Committee will be invited to consider the application for consultative status by International Association of Drilling Contractors (IADC) and the International Council of Marine Industry Associations (ICOMIA).

**17. Technical symposium on prevention of marine pollution from ships**

An enquiry on the proposed technical symposium on the prevention of pollution from ships was circulated to governments by MEPC/Circ.4 of 9 April 1974. Members are invited to inform the Secretariat by 16 September 1974 whether they support the idea of such a symposium, together with comments and suggestions on the discussion topics, date and place of the symposium, etc. The Committee on Technical Co-operation endorsed the usefulness of the proposed symposium and indicated that the topics should include items helpful to developing countries in

(Continued on Next Page Bottom)

## IALA Ottawa Conference, 1975

*This Association recently received a letter dated June 5, 1974, from Mr. J.N. Ballinger, P. Eng., Director, Aids and Waterways Branch, Ministry of Transport, Canada, inviting IAPH to the 9th Conference of Lighthouse and other Aids to Navigation to be held in Ottawa, in August, 1975.*

*For the benefits of our members and readers, we have the pleasure to reproduce here Mr. Ballinger's invitation letter and the lists of subjects eligible for the Conference. (TKD)*

Dear Sirs:

Canada's invitation to host the 9th Conference on Lighthouse and Other Aids to Navigation was accepted at the 8th Conference held in Stockholm in 1970.

We have therefore commenced preparations for the 1975 Conference and have decided that it shall be held in Ottawa and, tentatively, from August 3 to August 14, 1975.

It is the intent of this letter simply to announce the proposed dates and location of the Conference, but of more importance, to extend to your Authority an invitation to attend and participate in the 9th Conference.

Canada has taken a great deal of interest in IALA in recent years and as a result has benefited considerably through contact with other nations. This, of course, is one of the basic aims of our Association. We therefore look forward to the 9th Conference with the view to increasing the interest and personal relationships among all members.

As an exhibition of aids to navigation equipment, recognized by the Constitution, has proven to be an integral part of our Conferences, we are most desirous again to have the full cooperation and participation of our Industrial Members.

For your information and consideration, attached is a list of subjects for which papers may be prepared. Rules for the preparation of reports will be circulated by the Secretariat of IALA only to those participants who intend to submit reports.

Each participant will be required to pay a Conference fee of 200 Swiss francs which fee will be turned over entirely to the Secretariat of the International Association of Lighthouse Authorities to defray expenses normally incurred by them in connection with the preparation of a Conference.

Within a short period of time, we shall be sending more details as to the accommodation available and a preliminary registration form in order to develop our planning more fully.

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accepting the implementing of the 1973 Convention (TC IX/8, paragraph 23(c)).

The Committee will review the information received and, if it decides to convene the symposium, proceed with the preparatory work.

### 18. Future work programme and date of next session

The Secretariat intends to submit a proposed work programme of the Committee for 1975 and, if possible, also for 1976/77 for consideration by the Committee.

Your reply to this request should be addressed to:

J. N. Ballinger, P. Eng.,  
Director, Aids and Waterways Branch,  
Ministry of Transport,  
Place de Ville,  
Transport Canada Building, 21st Floor,  
OTTAWA, K1A 0N7,  
Ontario, Canada.

For your information, I am attaching an extract from our Constitution covering the categories of participants at International Conferences on Lighthouses and Other Aids to Navigation.

May we look forward to your fullest participation at the 9th Conference and extend to you our warmest greetings.

Yours very truly,

J. N. Ballinger, P. Eng.,  
Director, Aids and Waterways Branch.

### IALA OTTAWA CONFERENCE - 1975 Classification of Reports

- 0. - Design parameters of fixed structures and floating marks
  - 0.1 - Collection of data in respect of waves, currents, ice and winds
  - 0.2 - Design methods
- 1. - Lighthouses
  - 1.1 - New structural design features and new developments (landing pads for helicopters)
  - 1.2 - Repairs, improvements and reconstructions
  - 1.3 - Operational experience and collected data
  - 1.4 - Amenities for personnel keeping permanent watch
  - 1.5 - Plastic light structures
  - 1.6 - Other items
- 2. - Floating aids to navigation
  - 2.1 - Steel buoys
  - 2.2 - Plastic buoys
  - 2.3 - Large navigational buoys
  - 2.4 - Lightships
  - 2.5 - Mooring and maintenance problems
  - 2.6 - Buoy position determination and methods to ascertain buoy position
  - 2.7 - Other items
- 3. - Servicing craft
  - 3.1 - Lighthouse tenders
  - 3.2 - Smaller craft
  - 3.3 - Aircraft
  - 3.4 - Shore-based Depots
  - 3.5 - Other items
- 4. - Energy sources
  - 4.1 - Gases
  - 4.2 - Engine driven electric generators
  - 4.3 - Submarine cables
  - 4.4 - Batteries and accumulators
  - 4.5 - Wind driven generators
  - 4.6 - Fuel cells
  - 4.7 - Nuclear energy generators
  - 4.8 - Solar cells
  - 4.9 - Other sources (wave actuated generators, thermo-electric generators, etc.) and general considerations
  - 4.10 - Other items

(Continued on Next Page Bottom)

5. - Light and vision
  - 5.1 - Light and light transmission (range, calculation, etc.)
  - 5.2 - Vision (visibility, eye adaptation, Conspicuity, glare, thresholds, colour theory, etc.)
  - 5.3 - Surface colours
  - 5.4 - Optical equipments (catoptric, dioptric, catadioptric apparatus, reflectors, etc.)
  - 5.5 - Light sources (filament lamps, gas discharge lamps, etc.)
  - 5.6 - Flashers and coders
  - 5.7 - Fog detectors
  - 5.8 - Other problems (colour standardisation, day and light leading lines, etc.)
6. - Sound and hearing (desirable range of sound signals)
  - 6.1 - Sound and sound transmission
  - 6.2 - Hearing and associated physiological problems
  - 6.3 - Sound generation and sound sources (explosives, bells, whistles, compressed air and electro-magnetic generators, etc.)
  - 6.4 - Sound control techniques
  - 6.5 - Other items
7. - Electronics and radio navigation
  - 7.1 - Radio wave propagation
  - 7.2 - Radio beacons
    - 7.2.1 - Theories and systems
    - 7.2.2 - Equipment
  - 7.3 - Radar Beacons (Racons and Ramarks)
    - 7.3.1 - Theories and systems
    - 7.3.2 - Equipment
  - 7.4 - Radar Reflectors
  - 7.5 - Combined systems (Radar and T.V.)
  - 7.6 - Decca
  - 7.7 - Consol
  - 7.8 - Loran
  - 7.9 - Omega
  - 7.10 - Other new systems and possible combined systems
8. - Automation and remote control
  - 8.1 - Systems and equipment
  - 8.2 - Problems concerning staff
  - 8.3 - Problems concerning secondary functions carried out by lighthouse staff
  - 8.4 - Other items
9. - Principles and new systems for aids to navigation
  - 9.1 - Buoyage Systems and wreck marking
  - 9.2 - Deep sea route marking
  - 9.3 - Special aids for day and night navigation
    - 9.3.1 - on rivers
    - 9.3.2 - in harbours and their approaches
  - 9.4 - Shore based information services for shipping
  - 9.5 - Marking of research, investigational or operational stations in the open sea and at the bottom of the sea
  - 9.6 - Other developments
10. - Organisation and operational problems
  - 10.1 - Reports on or suggestions for the organisation of aids to navigation authorities (including management problems in respect of personnel and equipment)
  - 10.2 - Mariners reactions and suggestions
  - 10.3 - Technical and economic criteria concerning the provision or the alteration of aids to navigation equipment as required by the traffic and the new characteristics of ships
  - 10.4 - Field investigations, reliability of equipments using advanced techniques
  - 10.5 - Special operating conditions due to the climate in tropical and arctic areas
  - 10.6 - Other items
11. - Technical Assistance
12. - Miscellaneous
  - 12.1 - Wreck location and dispersal

# Chairman's Statement

PLA Annual Report & Accounts 1973

## Lord Aldington

The Port of London Authority are responsible for the conservation and the control of navigation of the tidal river Thames. Their ownership of much of the river bed and statutory powers and duties give them responsibility for the organisation of works and the use of labour in connection with dock and wharf activities. Their ownership of the enclosed docks in India & Millwall, the Royal Docks and Tilbury provide a potential — but also special problems — enjoyed by few other port operators in the world.

### Financial

In 1973 the P.L.A. Group operations resulted in a profit of £1.5 million. As I have said in the past two years, a profit of that amount when related to the assets of the P.L.A. or when compared with the capital we employ, is, judged by any normal standards, insufficient. But as the record of the past three years will show, each of them resulting in an increased profit following some years of loss, progress in efficiency and better use of resources is being secured in changing conditions, which produce new problems not all the solutions to which are within our control.

The profits made on sale of surplus assets when added to the trading profit produced the substantial addition to reserves of nearly £11 million compared with £3 million a year ago. In all, the P.L.A.'s reserves have grown by nearly £20 million since 1970.

### Competition

The port industry of the United Kingdom is a competitive business. It has been thought for many years that the principal competitors of the Port of London were British ports, whether they were Liverpool, Hull, Southampton, the Medway or Felixstowe. In fact both at present and in the foreseeable future, we in the Port of London Authority view as our principal competitors the growing ports in the Continent of Europe. This competition with European Continental ports is faced by some other British ports, but not by all. It will be a great folly if those British ports which, like London, are in a position to compete successfully with French, Belgian, Dutch and German ports,



so conduct themselves as to weaken each other. It would be an equal folly if any person or government were to impose upon those British ports a pattern of operation unsuited to successful competition with the Continent.

### Progress

First and foremost, to be successful, the P.L.A. have to be even more efficient. The accompanying detailed reports show the progress which has been made during 1973. The total trade of the port has increased. Container traffic has continued to grow, but not as fast as some people had anticipated. London has been responsible for more in tonnage of Britain's growing exports — 13% in 1973 as compared with 12% in 1972.

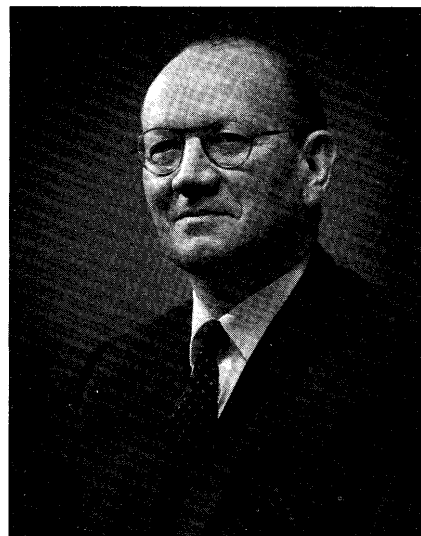
The P.L.A. have extended their activities by acquiring two stevedoring companies and by introducing into their group the Comprehensive Shipping Group of companies, an expanding international freight forwarding and container groupage business dealing particularly with Continental and Far East traffic.

### Charges and comparison with European ports

Throughout we have done our best to absorb as much as we can of the increased costs of those supplies or services we have to buy, or of the staff and labour we employ, or of the statutory charges that we have to meet, before increasing our own charges to those who use the Port of London. In the difficult climate of 1973, we deliberately decided to hold down our charges increases in the early part of the year and only to add to them later in the year what was necessary for economic operation, bearing in mind the circumstances of others and the importance of increasing our competitive power.

Useful comparisons of the charges currently in operation in various ports can only be made after adding to those charges the cost of road or rail transport to industrial centres. There is a well understood advantage both for importers and exporters in shipment to or from the Upper Docks in the river Thames. But the operations of the Upper Docks involve quite substantial costs in the docks themselves and to some extent in the conservation and control of the river Thames. To a lesser degree, the same argument is applicable even to Tilbury enclosed docks. The key to P.L.A. competitiveness lies in the quality of the service, and the reliability we are able to provide.

A proper comparison of charges with those imposed by the Continental ports can, however, only be made after taking into account the payments made by Governments. There are only four other European countries outside Britain and Eire to impose what are known as light dues on shipowners using their ports. These dues are for the provision of lights and buoys around the coast and the approaches to ports and add to the total cost of ships using U.K. and Eire ports to the extent of some £13 million a year. In most Continental countries Governments, central or local, contribute the whole or the major part of the cost of capital developments without charging interest. These things taken together result in Continental ports receiving from Governments in one way or another quite substantial subsidies. Currently there are discussions within the European Community with the objective of seeking a common approach on these matters, and it would be my hope that prevailing subsidies could be abated in Europe and, having been abated, could be matched in the United Kingdom. It would not be sensible to encourage the main shipping



Rt. Hon. Lord Aldington, P.C., K. C.  
M. G., C.B.E., D.S.O., T.D. D.L.

traffic of the world to use the Continental ports for trans-shipment to Britain because of unmatched subsidies, whereas in fact British ports stand at the entry to North West Europe.

### Maplin

Looking to the future there can be little doubt that the Thames estuary, and in particular the Maplin site, offers the best opportunity for the development of a new deep water port for the most modern container and bulk cargo ships, and for the large oil tankers. A port is of little use to the ship unless it has rail and road communications able to match the traffic. The original Maplin plans produced just that. There should, however, be no great difficulty in providing rail communications for a Maplin Seaport, even though an airport were not to be built in the near future. Suitable road communications can surely be provided in due course in line with plans for new roads in Essex. All of us in the P.L.A. are well aware of the importance of avoiding heavy container traffic going down unsuitable roads.

The accompanying Report refers to the Maplin Seaport project, both the container port and the oil port. The timing of the latter is not as urgent as of the former; but I have no doubt that there must be an estuarial deep water oil port within the next ten years. The need for increased refinery capacity in the Thames area is established. Far less risk of damage to the environment would be occasioned by larger ships discharging at Maplin, than by many more smaller ships coming up Sea Reach. Indeed there is no doubt in my mind that either I or my successor will have to be responsible for imposing some restriction on the number of oil tankers using the Sea Reach.

Maplin is by no means the only development of the Port of London's facilities which has been under study or initiated in 1973. But I have a duty to emphasise once again the importance to Britain of the tremendous potential that exists in the Thames below Gravesend for the reclamation of new land. As I explained in my Statement two years ago, we estimate that as much as 300 additional square miles can be recovered. The Maplin airport project is only a very small token part of what can be done.

## **Improved Facilities**

Further upriver we have added to the container capacity of Tilbury and opened the new West Africa Terminal there, so as to provide the most modern facilities for conventional cargo. Improvements have been made in the Upper Docks and will continue to be made, to meet the requirements of our customers there. Whatever may be the quantity of demand for facilities in the Upper Docks in the future, we have resolved to ensure that the quality of our service there will be of the best.

## **Human Relationships**

The human consequences of the developments we are planning, and the considerable changes that have been brought about over the last few years, have caused much concern to my colleagues and myself. Registered dock workers have won for themselves a particular position, which we recognise. Although there has been a great reduction in their number in recent years, much effort has been expended in the Port of London in the past two years to increase the job opportunities available to them. The Director-General has taken welcome initiatives in encouraging mobility of men as between our dock systems and through the acquisition of stevedoring subsidiaries. In addition he has made most useful arrangements for additional housing in the Tilbury area where we want to encourage more men to go.

The many others who work within the P.L.A. have also had to face changes in organisation and in duties. We are very conscious that all of them know their future lies in the successful development of the Port of London as a whole. Difficult decisions will have to be taken year after year if we are to match our customers' wishes, for the principal purpose of the Port of London is to meet the needs of its market. We cannot dictate what those needs are; we can try our best to anticipate them. And so I repeat in this Statement the thought of my predecessor about the importance of communication between all who work in the P.L.A.: There can be few enterprises in Britain where more importance is attached to communication. In this we have the great advantage of the independently edited newspaper "The Port", to whose Editor and management I pay a well-deserved tribute.

## **The Future**

The present economic situation of Britain — and indeed of the world outside — has made some people wonder whether the pace of development planned for the Port of London can or should continue for the future. I have no doubt that it must. All experience shows that trade will increase, and traders will require increasingly year by year improved through-transport facilities. Furthermore, the drive to make full use of the land owned by the P.L.A. but no longer required for their operations is becoming if possible more urgent than it was a year ago. Whilst anyone who has been concerned inside Government must recognise the need for care and thorough planning by Government at central and local level, it concerns me that so much time should be taken in deciding upon and approving schemes for the development of the Surrey and London Docks. The P.L.A.'s relations with the Greater London Council, the local authorities and the Department of the Environment have been and are excellent in these matters; my expression of a feeling of urgency is not made with a desire to criticise any of them. But let there be no doubt that the sooner

there are new houses in these areas, more new industrial and commercial premises, and possibly new educational institutions, the better for the welfare and happiness of the East London community of which the P.L.A. have long tried to be an important part.

## **Pollution Control**

I have one regret: the P.L.A. are no longer responsible for improving the condition of the water of the river Thames. Jointly with the other members of the Pollution Control Committee, the Board of the P.L.A. and their staff have every reason to be proud of the progress made in recent years in our pollution control functions. Personally I have enjoyed working with the members of the Committee. The attached Report shows in technical terms how the long term oxygen reserve in the river has been steadily improving. My colleagues and I will continue to watch for reports of the fish population of the river, now up to 73 species, and we look for reports of salmon returning. Our responsibility has now been passed to the new Thames Water Authority. They have our best wishes and we are proud that a Member of our Board is their Chairman.

Elsewhere there is a record of the appointments made both to the Board and to management during the year. I am very proud that I have been asked to continue as Chairman for a further three years. It has been a privilege to work with my colleagues on the Board of the P.L.A. and with the refreshing energy of Mr. John Lunch, the Director-General, so ably assisted by his four Assistant Directors-General.

I would like to extend the thanks of the Board and myself to all who have worked in the P.L.A. in 1973 and to wish them a happy and successful year in 1974.

# Ports of the North Western Mediterranean

## IIIrd Assembly of the Coordinating Committee

Barcelona, (Puerto de Barcelona Boletín Informativo, November-December 1973):—During the 10th, 11th and 12th of December of last year (1972), Barcelona was the seat of the IIIrd General Assembly of the Coordination Committee for the Ports of the North-Western Mediterranean, in which Italy, France and Spain take part.

Our country was represented by the Subsecretaries of Public Works, and Merchant Marine, Mr. Sánchez Terán, and Vice admiral Pery Junquera respectively, as well as the general directors of Customs, of Ports, Mr. Anlló, M. Martínez Catena, and the general subdirector for ports, Mr. González Pérez, and Territorial Planification Mr. Fernando Fernández. Among the leading French figures present were the subsecretary for the Ministère de l'Aménagement du Territoire, de l'équipement, du logement et du Tourisme, M. Jerome Monod and, the director general of ports and navigable ways and the merchant marine M. Jean Chapon and Pierre Leonard. Representing Italy the mayor of Genoa, Dr. Giancarlo Piombino, and the General Maritime and Port director Dr. Fausto Balducci.

This assembly follows that of Genoa, at which the Coordinating Committee as constituted in 1971, and also follows that of Marseilles last year at which joint projects were initiated. One of the principle reasons why the maritime traffic at the present time is directed mainly towards the ports of northern Europe is that these ports are pre-eminently industrial ports, and are surrounded by, or communicate closely with, a base industry in their immediate environ, whereas the Mediterranean ports are mainly commercial. Because of this the shipping lines tend more towards the northern ports where they have the guarantee of obtaining more cargo, and there has been a recession of the traffic calling at the commercial ports. We are dealing here then with the establishment of a true marketing plan for the Mediterranean ports; at the beginning between the three ports mentioned so that the benefits can later be extended to the other ports of the "Mare Nostrum" and avoid by this any possible "Colonialisms".

On the 10th of December in the Barcelona Congress Hall the inauguration of the IIIrd Assembly took place, president of the autonomous port of Marseilles, M. Leon Betous. The ceremony was opened with a few short and concise words from the president of the port of Barcelona. D. Ramón Guardans Vallés, who greeted those present and thanked them for their attendance. Reply was made by S. Dagnino President of the port of Genoa, who underlined that the objective to be emphasised was that of being able to compete successfully with the ports of northern Europe. The French president, M. Betous stated that "We are pragmatic and have rejected any abstract constructions" and that the committee would attempt to ensure the "community of interests of the ports".

Following this first session the 10th was dedicated to the working group for which the port of Genoa had responsibility, which had dealt with Maritime Transport. Prof. Giuseppe Dagnino acted as president moderator. The Italian working group, through their head, Dr. Paolis, dealt with

the very important problem of the relations between the ports and the maritime conferences, their conclusions being stated as:

1. THE FORMING OF LOCAL COMMISSIONS IN EACH PORT TO STUDY THE RELATIONS BETWEEN THE PORTS AND THE CONFERENCES WITH THE AIM OF PROMOTING USEFUL INITIATIVES FOR THE DEFENSE OF THE DEVELOPMENT OF THE MARITIME SERVICES EFFECTING THE MEDITERRANEAN AREA.
2. TO CONFER ON THE ITALIAN WORKING GROUP THE ABILITY TO COORDINATE THE ACTIONS OF THE LOCAL COMMISSIONS, AND, EVENTUALLY, TO OPERATE AS A NUCLEAR OR CENTRAL COMMISSION WITH RESPECT TO GENERAL PROBLEMS. THE ITALIAN WORKING GROUP WILL PASS, IN THE CASE OF THIS BEING NECESSARY, THE PROPOSALS FOR ACTING AS MEDIATOR IN GENERAL CASES TO THE PRESIDENTIAL COUNCIL OF THE COMMITTEE.

Following this, D. Alfredo Molinas, Spanish delegate in the Italian working group spoke about the development of the Mediterranean coastal shipping giving a detailed analysis of the present situation of this transport system, accompanying his study with relevant and revealing statistics, and as a result of the matter expounded proposed the following conclusions, with the amendments introduced by the session president Dagnino.

1. CONTINUE THE DEVELOPMENT OF THE STUDY OUTLINED.
2. BRING ABOUT A MEETING OF THE SHIPOWNERS OF THE THREE MEMBER COUNTRIES OF THE COMMITTEE TO OBTAIN A CLOSER COLLABORATION BETWEEN THEM AND THE COMMITTEE THROUGH THE WORKING GROUP.
3. STUDY THE CREATION OF A COMMISSION BETWEEN MEDITERRANEAN RO-RO SHIP OWNERS AND THE COMMITTEE, AS A BODY THAT WOULD OPERATE TO DEVELOP MUTUAL RELATIONS AND FOR THE JOINT STUDY OF THOSE PROBLEMS THAT EFFECT BOTH PARTIES.

The next theme to be touched on was that of STANDARDS WITH REFERENCE TO THE DISEMBARKING OF VEHICLES FROM ROLL ON ROLL OFF VESSELS which was dealt with by Dr. Marco Maccio. It was a complete and exhaustive study, and once finished short comments were made by Mr. Periquet, Mr. Dani, President Betous and Mr. Rodríguez Hély. Professor Dagnino again summed up and after various points the committee accepted Dr. Maccio's document. The session then continued with the very important theme of the economic development of the coastal areas of the Mediterranean, from Tarragona to Livorno, and this was spoken on, first by D. Andrés Gispert who spoke on the Spanish sector and then by Doctress. Liviana Meccoli-Gualchi who spoke on the Ligur coast, and then finally M. Philippe Brogniart, general spokesman, who spoke first on the French sector and then summed up and made a general outline of the problem.

This was the study that provoked the greatest interest

among those in attendance, and brought an intervention from the Assistant general director territorial planning of the Spanish Ministry for Planning and Development, D. Fernando Fernández, which was replied to by President Betous. To sum up, the proposal of M. Broignart was to continue and to closely specify the problems posed by the study by means of a meeting to be held in the following month of January or February and that would be dedicated to: a) the industrialisation policies; b) the control of the flow of international traffic related to the Mediterranean; c) the control of the flow of traffic origination the coastal areas, a great part of which escaped towards the north. This meeting was left, in principle, as planned.

The director general of French ports and navigable ways M. Jean Chapon taking part, the next theme to be developed was that of a study of the maritime services of the Mediterranean ports, this being dealt with by M. Roger Caillol of the port of Marseilles. Mr. Caillol's contribution brought further comments from M. Lafeuille, Mr. Brunel, Mr. Valbuena, M. Porier d'Ange d'Orsay, Mr. Prieto Genco and D. Eduardo Baiges.

The session continued with a report on radio electrical navigational aids in the Mediterranean, this being made by the Commandant of the port of Marseilles, M. Sicard who pointed out the total lack of radio electrical navigational aids in the Mediterranean area, and the inferior position that this brought about in comparison to the position in which ships found themselves when they were approaching other destinations. M. Coureau and finally M. Chapon made contributions here, and as a consequence of this intervention was approved raising a petition to the respective governments for the installation of the corresponding navigational aids, the bases recommended for this being those for the DECCA system, though naturally the experts would give final decision with respect to this.

The French group finished the session with two contributions, the first from M. Pierre Blum, president of the Marseilles chamber of commerce, concerning the Mediterranean Centre for International Trade, and the second from Mr. Joaquín de Alfonso, secretary of the Administration council of the Empresa Nacional de Petróleos of Tarragona concerning the characteristics of the refinery to be constructed in that area.

On the 11th the second working day's session was presided over by D. Ramón Guardans Vallés President of the board of the port of Barcelona.

The session began with a talk by director of the port of Barcelona D. José Eligio Prieto Moresi concerning the unification of standards concerning the handling of dangerous cargoes. After contributions from Commandant Sicard and D. Eduardo Baiges, the following conclusions were formulated:

1. ATTEMPT SHOULD BE MADE TO STANDARDISE THE DEFINITION AND CLASSIFICATION OF DANGEROUS CARGOES, WITH RESPECT TO MARITIME TRANSPORT, FOLLOWING AS MUCH AS POSSIBLE THE "INTERNATIONAL MARITIME CODE FOR DANGEROUS CARGOES" OCMI.
2. THE MANUFACTURERS OF MERCHANDISE THAT HAS TO BE TRANSPORTED BY SEA, AS WELL AS THE PACKERS, TRANSPORTERS, ETC., SHOULD RESTRICT THEMSELVES WITH REFERENCE TO THEIR TERMINOLOGY, PACKING AND LABELING TO THAT ESTABLISHED IN THE SAID CODE.
3. THE UNIFICATION MENTIONED IN THE TWO

PREVIOUS SECTIONS SHOULD BE CARRIED OUT, AT THE SAME TIME AS THE MAKING UNIFORM OF THE STANDARDS FOR THE HANDLING STORAGE AND CIRCULATION OF VEHICLES IN PORT ZONES, IN AS FAR AS CONCERNS THE LOADING AND UNLOADING OF DANGEROUS CARGOES. TO THIS EFFECT A COMMISSION SHOULD BE SET UP IN EACH PORT FOR STUDY OF THIS; AND THAT IN EACH COMMITTEE THERE SHOULD BE AN ADEQUATE REPRESENTATION OF USERS, AND THAT THE RESULTS OF THIS WOULD BE TAKEN TO THE WORKING GROUP.

After Mr. Prieto Moresi's talk, the subject of STATISTICS OF UNITS OF CARGO was dealt with, this being spoken on by M. Roger Caillol and which brought comment from Mr. Boffano, Mr. Molinas, Mr. Torras, Mr. Dalac, and Mr. Dagnini. This theme had already been brought out in the last assembly, and was consigned to further study given the diversity of the statistical criteria followed by the three ports taking part. This time the debate brought out the similarity between the systems used by Marseilles and Barcelona and the greater range on which was based the port of Genoa, and finished by proposing that either the topic be abandoned or that the Spanish working group should be authorised to formulate a list of types of units of cargo about which statistics are to be collected, from all the ports. On the basis of the talk and the later additional comments the president of the session proposed, and this was agreed to, that in no case should the theme be abandoned—quite the contrary—it should be continued with and as from that moment the criteria used in Barcelona and Marseilles would be unified, and the port of Genoa would be asked to provide at regular intervals of not greater than one year a statistical summary adapted to the criteria of the other two ports; thus in the future a unification could be seen to come about in one way or another.

The engineer Mr. Dalac then expounded on the theme of UNIFICATION OF PRICES CHARGED, a theme that last Assembly by M. Jean Chapon, and the realisation of which brought the warmest of elogies from the director general of the French ports because of its thoroughness, precision and clear demonstration of the comparative position of the three ports in this matter.

A discussion then took place of the possibility of the simplification of the documents and customs procedures between the three ports. At the general Assembly of Marseilles the then general subdirector of Spanish customs, now General director, D. Germán Anlló, proposed the constitution of a commission of customs authorities from the three countries to investigate the possibility of this simplification. The results of this study were given by Mr. Duquesne, of the General Management of French Customs, who first underlined that no important difficulties had been found to the achieving of the proposal indicated and from now on the following great improvements can be made: a) concerning container traffic and b) concerning the simplification of internal documents in each port. He finished by proposing that.

1. that from now on, with reference to any differences that might exist in the decision as to what the merchandise comprised, the information provided by the port of origin would be accepted without discussion by the port of destination, and that

2. that a permanent customs commission should be established firmly now in order to advance the study and

put into practice the simplifications proposed.

The session of the Spanish working group finished with the development of two themes of general policy the first dedicated to commercial promotion and publicity of the ports, which theme was outlined by the engineer D. Joaquín Tossas, and the second theme that of the criteria for port expansion which was talked on by the engineer D. Joaquín Juan Dalac.

Given the extension and the great range of both themes, the president M. Betous gave an account of the conclusions proposed and accepted in principle to be submitted for the approval of the Plenary Assembly, which conclusions were as follows:

1. The Commercial Promotion and Publicity of the ports.
  - 1) CONSIDERATION OF THE SERIOUS SITUATION THAT HAS BEEN CREATED IN THE MEDITERRANEAN BY THE CLOSURE OF THE SUEZ CANAL, AND THE NEED TO GIVE FORCE TO PETITIONS FOR ITS RE-OPENING AND, AT THE SAME TIME, AN EXAMINATION OF THE CONFLICTS THAT WOULD BE PRODUCED BY SUCH A RE-OPENING IF OUR PORTS HAD NOT UNDERGONE THE INDISPENSABLE PREPARATION FOR THE GREAT INCREASE IN TRAFFIC THAT THIS RE-OPENING OF THE MARITIME WAY WOULD GENERATE.

IT IS PROPOSED, THEN, TO FORM IMMEDIATELY A COMMISSION FOR THE CARRYING OUT OF A STUDY TO THIS END.

- 2) INCREASE CONTACT WITH THE PRINCIPLE SHIP-OWNERS, BOTH MEDITERRANEAN AND NON-MEDITERRANEAN TO FIND OUT THEIR OPINION CONCERNING OUR FRONT.

- 3) IN ORDER TO COLLABORATE IN THE PLANS FOR PORT EXPANSION INCREASE THE KNOWLEDGE AVAILABLE OF THE NEW TENDENCIES IN TRAFFIC, IN ORDER TO ADJUST THE POSSIBILITIES OF THE PORTS TO THESE.

- 4) TO DISCOVER AND EXAMINE THE STRUCTURAL AND DIMENSIONAL CHARACTERISTICS OF THE USERS, IN ORDER TO PRODUCE THE EVENTUAL OPTIMUM ORIENTATION.

- 5) WIDEN THE SCOPE OF THE PUBLICITY ACTION BOTH IN MEDIA AND OBJECTIVES, DIRECTING THIS BOTH AT THE SHIPOWNERS AND GREAT INDUSTRIALISTS PRINCIPALLY, WITHOUT FORGETTING, ON ANOTHER SCALE, COMMERCE IN GENERAL AND THE PUBLIC SECTOR, FOR THE OBTAINING OF RESULTS THAT WOULD ACCRUE, WITHOUT DOUBT IN THE LONG TERM.

2. Criteria for port expansion.

- 1) INSIST ON THE NEED TO HOLD PERIODIC MEETINGS BETWEEN THE TECHNICIANS OF THE PORTS THAT FORM THE COMMITTEE FOR AN EXCHANGE OF INFORMATION WITH RESPECT TO THE TECHNIQUES AND METHODS EMPLOYED IN PORT OPERATIONS.

- 2) NEED FOR THE IMPLEMENTATION OF A STATISTICAL INFORMATION SYSTEM IN EACH PORT PLANNING, USING AS MANY ELEMENTS AS POSSIBLE IN ORDER TO FACILITATE COMPARISONS AND INTERCHANGE OF INFORMATION BETWEEN THE THREE PORTS.

AT THE SAME TIME THE INFORMATION NEEDS OF OTHER BODIES AND INSTITUTIONS INTERESTED IN PORTS SHOULD BE TAKEN INTO ACCOUNT; AND

WHICH BODIES ARE AFFECTED BY PORT OPERATIONS.

- 3) NEED TO BRING ABOUT A RECIPROCAL AND MULTILATERAL COOPERATION AMONG PORT ORGANISATIONS AND THOSE RESPONSIBLE FOR THE URBAN AND REGIONAL PLANNING OF THE TERRITORY THAT CONSTITUTES THE PORTS HINTERLAND.

The closing session took place on the 12th and was presided over by the subsecretary of Public Works, Mr. Sánchez Terán, in which, after a detailed expounding of the work carried out under D. Ramón Guardans, the conclusions drawn were submitted for approval.

The session was closed by D. Salvador Sánchez Terán, making a speech in which he expressed satisfaction at the results obtained at the assembly and at the fact that Barcelona was the city that had been chosen for its celebration.

Finally D. Sánchez Terán announced that the Spanish government had awarded the "Encomienda de la Orden de Isabel la Católica" to the President of the Autonomous port of Marseilles, M. Leon Betous, and to the president of the Autonomous Port of Genoa, Professor Giuseppe Dagnino, and this announcement was followed by the conferring of the awards.

The ceremony was closed with the words of thanks from the recipients of the honours.



# Kuching Port Authority Report

## For the Year 1972

### (EXTRACTS)

#### A Brief Review

The year under review featured substantial changes and improvements in port organisation, operations and development.

A significant event was the successful introduction of the Authority's new Scheme of Service for monthly paid staff. It is hoped that the new Scheme would provide greater staff mobility and flexibility of staff utilization including better promotion prospects for the more competent.

In port operations the Authority handled its largest volume of dry cargo at Tanah Puteh, its principal centre of operations at the moment, since its inception in 1961. More and larger ships continue to call at the port. Productivity achieved 20.8 tons per gang hour compared to 19.1 tons per gang hour in 1971 in spite of the higher berth occupancy.

On the development front, the Kuching Port Expansion Project continued to show progress. Works on the single transit shed were initiated, while those for drainage, the workshop and other minor civil works were completed. Financially, the Authority remained strong.

#### Administration

##### 1. MANAGEMENT DEVELOPMENT

Consonant with the Authority's efforts to further strengthen its manpower at senior officer level, and in line with its objective to recruit and train better qualified personnel for management positions, the Authority approved two senior appointments during the year 1972.

##### 2. CONSULTANCY SERVICES

The Authority, realising the possibility of improving yet further the efficiency of the Port, applied for and obtained under the Colombo Plan the services of a port operations consultant and a cost accountant. The former would examine the existing systems of port operations in Kuching and other ports in Sarawak, and design and recommend for adoption a much improved system of port operations. Similarly, the latter would investigate, design and recommend for implementation a more effective system of cost control for all ports in Sarawak. Both consultants have also been set the task of training local counterparts in the planning, investigation, design and implementation of the new systems of port operations and cost control.

In this connexion, the Authority would like to record its gratitude to the State Government of Sarawak, Federal Government of Malaysia and the Government of United Kingdom through whose assistance such services have been made possible.

##### 3. THE NEW SCHEME OF SERVICE FOR MONTHLY-PAID EMPLOYEES

The predominant keynote in administration throughout the year under review was maintained by management's proposal for a new Scheme of Service for its monthly-paid employees, in tune with its renewed efforts to streamline the organization of the Port. The Authority, realising the need for this change to achieve its statutory objective of providing more efficient service to all port users, accordingly approved this Scheme.

In essence, the objective of the new Scheme of Service was to provide for greater staff mobility and flexibility in assigning staff to various duties and responsibilities, thus enabling them to obtain broader job experiences and also greater prospects for promotion.

##### 4. TRAINING

During the year, only 13 employees as compared with 85 persons in 1971, were given formal training. The number in 1971 was inflated by the large number of clerical staff, all of whom were given in-service training courses during the year. In 1972, the emphasis of training shifted away from the clerical grade to the senior and technical staff. Generally, members of staff were sent to attend courses conducted by the National Productivity Centre, while a number were also sent on observation visits to ports in Peninsular Malaysia and overseas. In April 1972, one Executive Officer attended the month-long International Seminar on Port Management in the Netherlands.

In addition, the Authority also provided financial assistance to those wishing to undertake approved courses of study whether by attending evening classes or by correspondence. Such approved courses ranged from Bahasa Malaysia to professional (engineering, accountancy and transport) courses.

##### 5. INDUSTRIAL RELATIONS

Relations between management and the Employees' Union, the Senior Officers' Association and the Wharf Labourers' Union continued to be amicable, with a large measure of consultation and understanding on the part of all concerned. Although management's proposed new Scheme of Service for the monthly-paid staff had understandably caused much time to be spent on clarification of the implications of the Scheme and on remedying certain anomalies, the matter was settled to the satisfaction of the parties concerned.

##### 6. WELFARE

The Kuport Social and Recreation Club was active throughout the year. The Club introduced film shows to all its employees, and conducted a series of competitions (football, basketball and volleyball) among different departments. A group tour to the sister ports of Sibul and Sarikei in Rayong Port was successfully organised.

In late 1973 the Authority established the Kuching Port

Authority Band which by the end of the year was well prepared to make public appearances. Ready assistance in training the Band was provided by the Royal Malaysia Police (Sarawak Component), to whom the Authority would like to record its appreciation.

## **Development**

### **1. PREVIEW**

As stated in previous annual reports the Authority embarked upon the Kuching Port Expansion Project in order to meet the urgent demand for additional port facilities.

On 6th September, 1971 civil works officially began, and by 31st December, 1971 the main items of work completed were the site survey for setting out the wharf; the site clearance for the spoil tip area (for dredged materials) and the installation of the electrical sub-station. Works still in progress at the end of the year 1971 included the construction of a temporary retaining wall in the wharf area (80% completed); sand-piling (54% completed); additional filling of the project site (34% completed) and the production of link concrete-blocks for the anti-erosion works (6% completed). In September 1971, the keel of the first tugboat (1000 BHP) was laid.

### **2. PROGRESS TO DATE**

Sand-piling began in 1971 and was totally completed by the end of January, 1972 as scheduled. Sheet-piling for the quay wall was initiated in mid-January, and completed in June 1972. Pile-driving for the anchor wall was completed in July; while the fixing of tie rods and walings was duly effected a month later in August.

Dredging works to provide a minimum depth of 28 feet ACD both in the swinging area and alongside the quay wall began in February 1972. One grab-dredger was used throughout the year while a second and bigger dredger arrived on Site in December 1972.

As on 31st December, 1972, completed civil works on the single 533' x 150' transit shed included the driving of belian piles for the foundation works and some reinforced concrete works. Works on the transit shed, and likewise the quay wall could not, however, progress at its planned rapid rate on account of technical difficulties encountered in the civil works for the main quay wall. Pending further investigations and analysis of this engineering problem, it was estimated that the Project would be completed and operational in late 1974 or early 1975.

### **3. ADDITIONAL INFORMATION**

The Project (excluding the cost of preliminary investigations) is estimated to cost \$22.8 million. The main sources of finance are the Asian Development Bank loan (US\$5 million); the Sarawak Government contribution by way of land (\$0.6 million); and the Authority itself meeting the balance.

Twenty-one acres of land had been allocated for the Project. When the Project is completed vessels drawing up to 25 ft. draught can be accommodated comfortably. This in effect means that generally ships of approximately 580 ft. length and 15,000 GRT can be berthed alongside. The new port facilities include one marginal wharf of 860 ft. x 60 ft.; a transit shed of 533 ft. x 150 ft. (80,000 sq. ft.), and open storage of 100,000 sq. ft. These facilities have been designed for the mechanised handling of

cargo; and in this respect, provisions have been made for the possible introduction of containerisation on a feeder basis to Kuching.

The new facilities at Pending will have a cargo handling capacity of 350,000 tons per annum compared with 300,000 tons at the existing Tanah Puteh Wharf. Together, the two wharves will be able to handle a total of 650,000 tons per annum, the volume estimated for 1978 - 1980.

## **Finance**

During the year under review, the Authority netted a surplus of \$3,070,250 which is \$134,487 (4.38%) more than the 1971 net surplus of \$2,935,763.

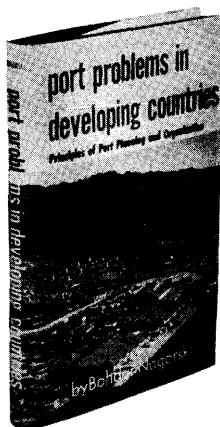
Of this surplus, \$3,070,000 was appropriated to Development Reserve (largely on account of the current port development works at Pending) leaving the balance of \$250 in the Profit and Loss Account.

The increase in the net surplus was contributed in large measures by the operating revenue which rose by \$396,675 from \$5,570,821 in 1971 to \$5,967,496 in 1972. Of this sum, increased revenue resulting from greater volume of cargo handled at Tanah Puteh Wharf and also at Biawak Oil Wharf amounted to \$386,820. Biawak Wharf represented a new source of revenue as the Authority began operating it as from 15th December, 1971.

Although operating expenditure was effectively controlled the level of expenditure nonetheless was higher than that of 1971. This was to a large extent due to the increased cost incurred in the payment of interim allowance to the monthly paid staff. It is expected that in the forthcoming years, the manpower cost would be further increased considerably in view of the impending review of the present salary and wage levels. Since cost increases in these two aspects were foreseen, it is therefore intended that the implementation of both the new systems of cost control and port operations presently under study would help to mitigate if not effectively check, the likely increases in the operating costs.

### **Development Expenditure**

During the year under review, a total of \$6,299,997 was paid for the cost of work-in-progress of the Kuching Port Expansion Project at Pending. The total cost of work-in-progress as at the end of 1972 stood at \$11,811,666. \$5,087,040 have been withdrawn from the Asian Development Bank Loan Account to meet the foreign cost of civil works and of the consultancy services. The total loan withdrawal at the end of 1972 was \$5,889,944 which was used to pay for the foreign cost of the Project amounting to \$6,358,269.



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# Orbiter Probe



Commissioner Donald J. Wright, Chairman, Toronto Harbour Commissioners.

## New Harbour Commission Head

Toronto, Ontario, June (Toronto Harbour Commissioners):—Newly-elected chairman of the Toronto Harbour Commissioners, Donald J. Wright, 45 believes that the role played by the Port of Toronto as a St. Lawrence Seaway terminal for overseas shipping is vital to Canada's economy.

He says the port's existence helps keep transportation costs in check because it provides businessmen with an

alternative to shipping through East Coast ports.

"Keeping Toronto in business and expanding its trade is the most important issue as I see it," said Mr. Wright.

The present high world-wide demand for cargo ships is one of the factors keeping down the level of ocean shipping in the Great Lakes, he said and added: "The goods are there to move but there is a shortage of bottoms."

Mr. Wright, elected chairman in May, was appointed to the Board of Toronto Harbour Commissioners by the Federal Government in January, 1971. He succeeds Harold W. Thomson, 67, who resigned in December, 1973.

Born in Toronto, the new chairman graduated from the University of Toronto in 1950 with an honours degree in physics and geology. He was called to the bar in 1954 and was appointed Queen's Counsel in 1966.

## Oil Corral

Akron, Ohio, U.S.A. (Goodyear International Corporation News Bureau)—Oil spills on inland and offshore waters now are being corralled by a device resembling a string of sausages wearing skirts.

Designed to fence in an oil spill until a crew can remove it with oil-absorbent materials and a vacuum pump, the device is an inflatable barrier built by The Goodyear Tire & Rubber Company.

The U.S. Coast Guard last year recorded 8,013 oil spills—about 16.5 million gallons—on America's inland and coastal waters.

"Whoever said oil and water don't mix never tried to separate them after an oil spill," says Richard J. Collins, Goodyear's special products marketing manager. "The hardest part of the job is to keep the oil from spreading. Oil floating in open water may drift a hundred miles and blacken a beach."

Goodyear's Sea Sentry boom comes in 55-foot-sections—five 10-foot-long inflatable bags connected by one-foot flexible links—that can be joined together to form a string long enough to encircle virtually any size spill. A 55-foot section costs \$1,800.

"If water would be still, anybody could build an

**Towards Greater  
International  
Port Co-operation**





**OIL CORRAL**—A floating oil containment barrier built by Goodyear is towed into position during tests off Seattle, Washington. Designed to fence in oil spilled on inland or offshore waters, the Sea Sentry boom also can be permanently deployed in shipyards and oil terminal areas.

acceptable floating oil barrier. Unfortunately, in its natural state, water usually is on the move and waves and currents complicate things," Collins explains.

"If waves wash over the barrier, the oil gets out; if waves or currents sweep surface water under it, the oil gets out, and if waves or currents break the barrier, all the oil escapes," he said.

Goodyear's Sea Sentry boom floats high in the water and offers a full foot of freeboard barrier to prevent oil from washing over the top and a skirt extends 24 inches below the surface to keep oil from being sucked under, Collins said.

An optional 30-inch skirt is designed for use in running currents to minimize eddy effects which pull surface water under floating objects.

Two high-test chains running the length of the boom give extra strength to avert a complete failure caused by waves breaking up the boom. Rubberized nylon fabric, especially treated to resist oil, ozone and salt water, is used for both the inflatable bags and the built-in skirts.

The Goodyear boom also features dual air chambers in each flotation unit, preventing the boom from sinking if it is accidentally punctured. The Sea Sentry boom is easily inflated and deployed. After inflation, it can be towed to the location of a spill, or it can be permanently deployed in a shipyard or oil terminal area.

When deflated, the boom folds flat for easy storage or transportation, Collins said.

### Correction

In the front cover and page 47 of the last issue (August 1974) of this journal, the port name "Lyttelton" (this is correct) was erroneously spelt "Lyttleton" in two places. Editor's apologies.



The International Association of Great Lakes Ports held its annual meeting in Toronto recently (June 24 and 25). Members of the board of directors elected for the coming year are, front row: Ernest B. Griffith, past president, Toronto; Len Bolla, Erie; and C. Thomas Burke, chairman of the U.S. Section of the board and newly-elected president of the association. Second row: Richard Van Derzee, Ogdensburg; Warren Flewelling, Hamilton; and Sherwood Hamilton, Oswego. Missing members are: Vern Soballe of Chicago, John Seefeldt of Milwaukee and Harry Millen of Oshawa.



Outgoing president of the International Association of Great Lakes Ports, Ernest B. Griffith (left) of the Port of Toronto accepts a commemorative plaque from the newly elected president C. Thomas Burke, of the Seaway Port Authority of Duluth, during the association's annual meeting held recently in Toronto (June 24 and 25).

### Port Everglades News

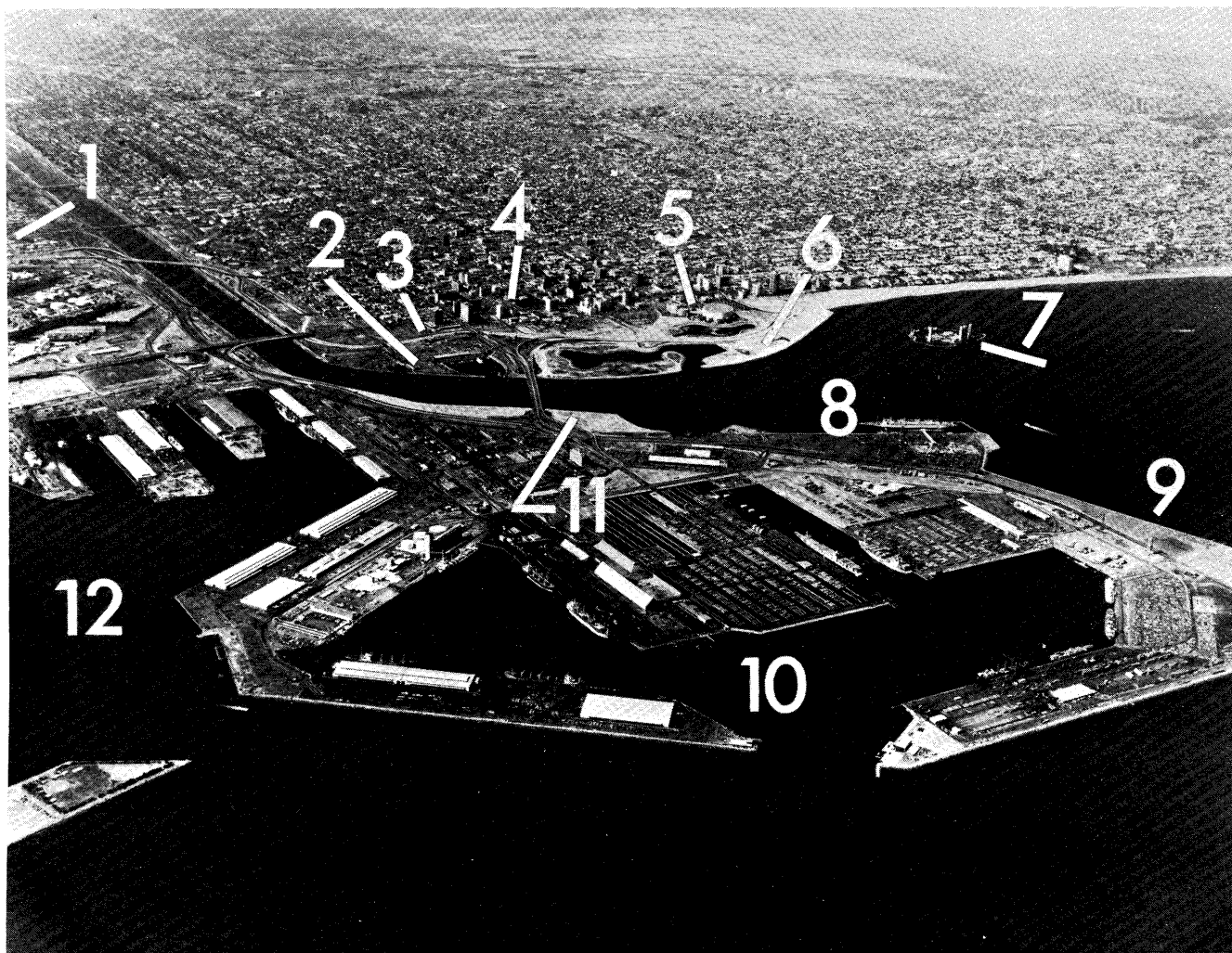
Hollywood-Fort Lauderdale, Florida, 6/26/74, Port Everglades News):

- The largest single shipment of waste paper ever lifted from a U.S. port will move through Port Everglades in July.

Port Authority officials were notified that 10,000 tons of secondary fiber waste paper will be loaded on the SS Golden Oreo or a sister ship for shipment to England.

Waste paper is a relatively new export commodity for





**BY THE NUMBERS IN LONG BEACH**—1. Westside industrial development. 2. State College headquarters site. 3. Oceangate Financial Center. 4. City Hall/Main Library. 5. Pacific Terrace Center. 6. Sheraton Hotel site. 7. Oil Island Grissom. 8. The Queen Mary. 9. Marina site. 10. Port of Long Beach. 11. Hilton Hotel site. 12. Long Beach Naval Shipyard. (See front cover also.)

Port Everglades. Port Chairman W. Phil McConaghey said that 24,463 tons were shipped in 1972 but volume declined last year to 7,233 tons.

The port chairman cited benefits to the South Florida area in the shipment and reconstitution of waste paper overseas, among them an estimated savings of \$75,000 in incineration costs, less air pollution, and preservation of thousands of trees normally required to produce the same amount of wood pulp.

- The Port Everglades Annual Report for 1973, a 28-page booklet, is now being distributed. Copies may be obtained by writing to the Port Director, Port Everglades Authority, Port Everglades, Florida 33316.

- Forty thousand tons or 1,964,469 cartons of fresh citrus were exported through Port Everglades to Japan last winter and spring. This was the largest movement of Indian river grapefruit in the history of the South Florida port.

- Port Everglades will join in the observance of National Port Week, Sept. 29-Oct. 4.

The observance is sponsored by the American Association of Port Authorities to direct public attention to the role of the nation's ports in the American economy. A proclamation designating the week of Sept. 29 as National

Port Week has been issued by President Nixon.

#### **Board President elected**

Long Beach, Calif. (Port of Long Beach News):—Llewellyn Bixby, Jr. has been elected president of the Long Beach Board of Harbor Commissioners for the 1974-75 fiscal year, effective July 1.

Bixby, who is president of the Bixby Land Company in Long Beach, has served on the Harbor Commission since 1965. He headed the Board twice previously, in 1967 and again in 1971.

James G. Craig, Jr. is the new vice president of the board, while Richard G. Wilson will serve as Secretary, with Henry H. Clock as acting secretary in case of his absence.

Bixby noted that under the leadership of Henry Clock, the Port of Long Beach had in the last year emerged as the busiest of all U.S. West Coast ports, handling more cargo in eleven months than it had moved across the wharves in the entire twelve months previous, when it posted an all-time high of 26.2 million tons.

In addition, the fiscal year just ended saw Long Beach Harbor receiving the first Environmental Improvement Award ever presented by the American Association of Port



New York (The Port Authority of New York and New Jersey):—Artist's rendering of The World Trade Center's Southeast Plaza Building as seen from Church Street. The Southeast Plaza Building, now under construction, will serve as headquarters for commodity trading in the bi-state Port. Located within the building will be the offices and combined trading floor of Commodity Exchange, Inc.; the New York Coffee & Sugar Exchange, Inc.; the New York Cotton Exchange; and the New York Mercantile Exchange.

Authorities, as well as being named recipient of the Presidential "E" Citation for Excellence in Export Service. That period also saw completion of the \$30-million 300-acre container complex and two Port auto terminals.

### Major expansion of container terminals

Los Angeles, Calif., July 17 (Port of Los Angeles):—The Los Angeles Board of Harbor Commissioners today (Wed. 7/17) authorized the preparation of plans to expand one of the major container terminals in the Port by 14 acres.

If the expansion follows a preliminary proposal the Matson Navigation Company facility on Terminal Island at the Port would be enlarged in three phases.

The first would be to improve six acres of backland area adjacent to the 50-acre terminal for container operations. The second phase would include improving another eight acres of operations space.

Phase III work would be to extend the concrete pile wharf at Berths 207-9 an additional 690 feet, and to construct a longshoremen's toilet facility.

A negative declaration of environmental effects has been made by the Harbor Commission for the phase I work and a permit for construction will be requested from the coastal zone commission.

An environmental impact report will be made on the second and third phases of work.

Actual expansion will occur only as the terminal's tenant requests the additions. Should all the expansions be made, cost for the three phases is now estimated at \$4,817,948.

### Cabrillo Marina

Los Angeles, Calif. (Port of Los Angeles):—Final plans are being made by the Los Angeles Harbor Department to gather as much information as possible at the two public hearings scheduled on the proposed Cabrillo Marina at the Port of Los Angeles.

The first meeting will be held in the Dana Junior High School Auditorium, 1501 Cabrillo Street, San Pedro; the second is scheduled in the ILWU Hall, 231 "C" Street, in



San Francisco, Calif., 7/1/74 (Marine Exchange of the San Francisco Bay Region):—**AHOY AND GODSPEED** were both voiced recently when command of the Pacific Area and of the 12th U.S. Coast Guard District was changed. Retiring Vice Admiral Mark A. Whalen (center) was feted by the Golden Gate maritime industry, and presented with a Telegraph Hill engraved tray in appreciation of his contributions to harbor safety and other distinguished service. His successor - RADM. Joseph J. McClelland - was welcomed by 100 business and civic officials at a World Trade Club luncheon event sponsored by the Marine Exchange of the San Francisco Bay Region. Exchange officers present included Director Frank J. Ewers (left), Marcona Corp., Capt. John Chiles, Harbor Safety Committee chairman (American President Lines), President John R. Page, General Steamship Corp., Ltd., Vice President Miriam Wolff, San Francisco port director (and on the right), BG Robert C. Tripp, USA (Ret.), Promotion Committee chairman (Acme Dunnage and Service Co.), and Chris Blom, Exchange past president (Overseas Shipping Co.).

Wilmington. Both are Wednesday evenings, and are scheduled to begin at seven-thirty.

Fred A. Heim, president of the Board of Harbor Commissioners, said the hearings are being arranged by the Harbor Department as a public forum to gather information for the Coastal Zone Conservation Commission to consider in making the final decision on whether the marina is to be built.

Fred B. Crawford, general manager of the Harbor Department reported that further discussions have been held with Boy Scout officials concerning the possible relocation of their campsite.

"The new plans," he said, "include a secure launching and beaching area for their small boats, a clubhouse and ample room for group activities, all of which offer substantial advantages over the Scouts' present site."

The suggested new campsite, and plans for the marina will be described at the public hearings. In addition to this presentation and response from the public, time also will be allowed for the answering of questions submitted prior to the beginning of the hearings.

Heim said cards will be provided for all those attending, on which they may indicate their desire to speak, the organization they may represent, and any questions they wish to ask.

"In the interest of time, and in order to give as many as possible the opportunity to speak, some may simply wish to endorse the viewpoint of a previous speaker, or the leader of the organization they may belong to," he pointed out.

The land use aspect of the proposal will be the primary consideration of these two public hearings. Heim said that



San Francisco, Calif., 7/3/74 (Propeller Club of the United States):—**RETIRING ADMIRAL HONORED...** Vice Admiral Mark A. Whalen, retiring Commander of the Pacific Area and 12th. Coast Guard District, was recently honored by the Propeller Club of the United States, Port of the Golden Gate, for his many positive efforts in working with the merchant marine of the Pacific area. Tom Patterson, Jr. (left) outgoing Club president and Western Region Director for MarAd, presented Admiral Whalen with a commendation plaque at a recent luncheon meeting of the Propeller Club. Looking on are incoming president Bill Reich, marine operations manager of Prudential-Grace Lines; and Miss Marlene Pituch, Miss Maritime. The Propeller Club sponsors regular meetings as part of its program of promoting, furthering, and supporting an American merchant marine.

other public hearings are planned on the environmental and economic aspects of the proposal after those studies are completed.

### West Basin projects

Los Angeles, July 24 (Port of Los Angeles):—Preparation of plans and specifications for construction projects in the West Basin of the Port of Los Angeles, and for projects in other sections of the Port affected by this development, were authorized today (Wed.-7/24) by the Board of Harbor Commissioners.

Actual construction will be completed by the end of 1975, and will continue the gradual redevelopment of the area which began in 1961.

Improvements in the West Basin will include construction of container terminal facilities, relocation of the Wilmington-San Pedro Road along the base of the Harbor Freeway (renamed the John S. Gibson Boulevard), and the realignment of railroad and public utility rights-of-way in the area.

Presently underway are excavation programs in the West Basin which will level the area and provide approximately 778,000 cubic yards of earth for fill material needed for other Harbor Department improvements.

The Board of Harbor Commissioners approved the preparations of plans for improvements at the earth-fill sites, located in the Wilmington and Terminal Island districts of the Port.

Preliminary plans for new backland structures in the 136-acre West Basin area include a 400-by-125-foot container freight station (where vans and truck trailers can be loaded or unloaded), open storage and refrigerated sheds, office and gate buildings, control tower, maintenance shop, cleaning pad and weigh scale.

Present major tenants in the area include a Japanese



San Francisco, Calif., 7/5/74 (Marine Exchange of the San Francisco Bay Region):—**NEW CONTAINER SHIP IN PORT...** The maiden voyage arrival of American President Lines' **PRESIDENT JOHNSON** was recently officially welcomed in ceremonies aboard ship. Presenting Captain William Barton (center) with commemorative gifts were (left to right) Tom Flynn, Marine Committee of the San Francisco Junior Chamber of Commerce; Miriam Wolff, Port Director of the Port of San Francisco; Miss Maritime, Marlene Pituch; and Nick Jennison (Rand McNally & Co.) representing the Marine Exchange of the San Francisco Bay Region. The vessel's next port of call is Yokohama, Japan.

consortium of lines which would use the new container terminal area, and an imported auto terminal and a major lumber facility.

### U.S.—China trade

Los Angeles, July 24 (Port of Los Angeles):—Looking forward to the possible increase in trade with the People's Republic of China, the Port of Los Angeles may join the National Council for U.S.-China Trade, the Board of Harbor Commissioners announced at its regular meeting to-day (Wed.-7/24).

The membership of the organization largely is made up of more than 200 U.S. firms importing and exporting goods with China, and is financed entirely through membership dues.

Cost for the Port of Los Angeles will be \$500 yearly. Only the ports of Seattle and New Orleans have joined the organization at the present time.

The trade council, formed in March, 1973 at the invitation of the federal government as a direct result of President Nixon's China visit, promotes trade between the U.S. and the People's Republic of China.

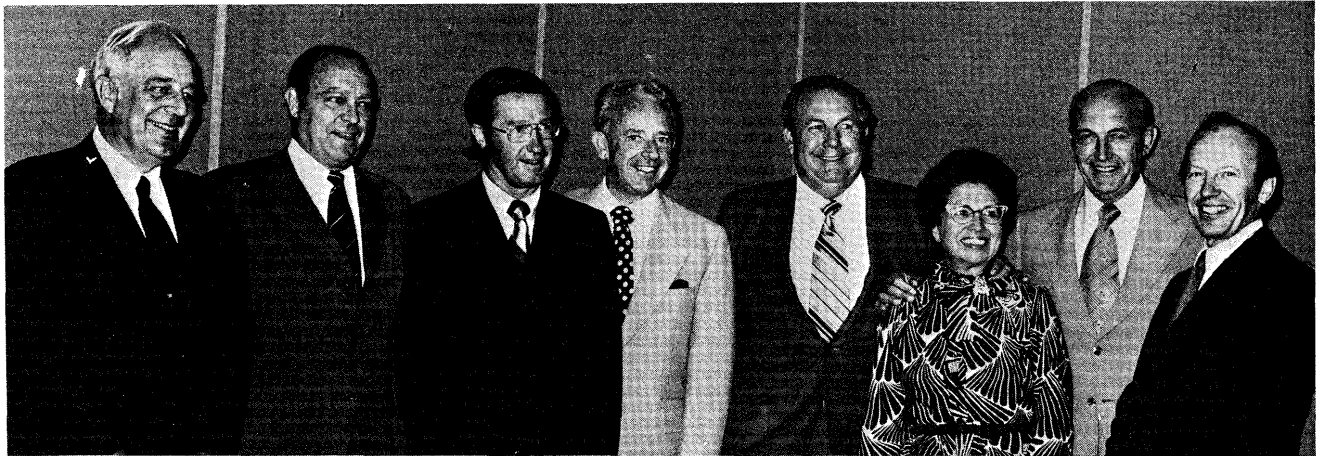
Some of the activities of the organization include providing advice on how to trade with China through conferences and seminars, and developing information on U.S. and China economics and trade.

The trade council makes presentations to Chinese and U.S. government officials in both countries, and helps process visas to officials of member firms.

At the first annual meeting of the National Council for U.S.-China Trade the honored guests were Huang Chen, chief of the Chinese Liaison Office in Washington, D.C., and Han Hsu, his chief deputy. Secretary of State Henry Kissinger addressed this meeting.

### Seminar on export sales

New York, N.Y., July 12 (News from The Port



San Francisco, Calif., 7/11/74 (Marine Exchange of the San Francisco Bay Region):—A MIXED TEAM of new directors and reelected officers has taken over policy-making at the Golden Gate for the Marine Exchange of the San Francisco Bay Region. Reelected as president is John R. Page (left), president of General Steamship Corp., Ltd. New directors are (left to right) Capt. Paul S. Mead, vice president, States Steamship Co.; Dirk M. Van Meurs, president, West Coast Ship Chandlers, Inc.; Walter J. Loughery, president, Williams, Dimond & Co., and Ed Turner, president, Marine Cooks and Stewards Union. Miriam Wolff, San Francisco port director, was reelected first vice president; Fred J. Percy, vice president, United California Bank, was elected second vice president, and Kenderton S. Lynch, vice president-finance, Pacific Far East Line, was reelected treasurer. Not pictured are new director William Wagstaffe, general traffic manager, Del Monte Corp., newly-elected third vice president, Paul A. O'Leary, vice president, Connell Bros. Co., and reelected secretary, Robert H. Langner, Marine Exchange executive director.

Authority of NY & NJ):—How government trade development agencies can help expand your export sales on world markets will be discussed at a special two-day seminar at the World Trade Institute beginning at 9:15 A.M., Tuesday, July 16.

Leading government and business and banking executives will tell how private firms can take advantage of international trade programs of such United States and international agencies as the Foreign Credit Insurance Association, United Nations Development Program, Overseas Private Investment Corporation, International Monetary Fund, Export-Import Bank, Inter-American Development Bank, and General Agreement on Tariffs and Trade (GATT).

The seminar, "Expanding your Export Sales through Government Trade Development Organizations," will review latest techniques in Eximbank financing including east-west trade credits; recent developments in export credit insurance; pending tariff adjustments under the U.S. Trade Program; and what the future holds for GATT, U.S.A.I.D., and other agencies.

Speakers will include Maynard Glitman, Director of the office of Trade of the U.S. Department of State; Robert J. Familton, Deputy Treasurer of the International Monetary Fund; Abner Fein, Deputy Director of the U.S. Department of Commerce's New York District Office; Hugh Goedecke, Vice President of Chase Manhattan Bank; Alain de Maynadier, Associate Treasurer of the Inter-American Development Bank; Mitchell J. New Delman, Director of Liaison for the Special Representative for Trade Negotiations in the Office of the President; and Robert S. Rendell, Associate General Counsel of the Eximbank. The program will be chaired by Walter H. Diamond, Principal of Richards, Ganly, Fries and Preusch, Certified Public Accountants.

## Two more container cranes

Oakland, Calif. (Progress, April-May, 1974, Port of Oakland):—Two giants are taking shape along the Oakland Estuary in the form of 104-foot-tall container cranes, now being assembled on the site of the Port of Oakland's Middle Harbor Container Terminal complex.

Rigging International, an Oakland-based firm who has installed more than 60 container cranes at ports around the world, more than any other firm, is handling the Oakland project.

The company in late March hoisted the 300-ton boom for one crane into place and recently repeated the procedure on the second mammoth ship loader.

Despite each crane's tremendous weight and 230-foot length, a Rigging International spokesman described the lifts as simple jacking procedures.

To handle the jobs, which are believed to be the heaviest lifts of their kind ever done in the Bay Area, hydraulic jacks were first positioned atop the cranes and high-strength ship's anchor chains were affixed to each boom. The booms were then lifted chain length by chain length to the proper height and secured in place.

Both cranes, after being tested, will be in operation at the Port's new terminal in about two months. The cranes, which weigh 1,100 tons each and have a 51-ton lifting capacity, will be mounted on rails so that they can be moved to various positions alongside ships calling at the terminal and can serve both of the terminal's two berths.

One berth at the Middle Harbor facility will be utilized as Northern California headquarters for United States Lines, which will move from the Port's Seventh Street Terminal. The second berth will be a commonuser facility, available for calls by all container carriers.

Dave Paski is Superintendent for Rigging International

on the installation project, with Brock Settlemier serving as project sponsor.

Addition of the two cranes will give Port of Oakland a total of 14.

### News from Port of Tacoma

Tokyo, July 5:—According to a letter of July 2, 1974 from Mr. Masatsugu Kobe, Far East Consultant of Port of Tacoma, Washington, U.S.A., Mr. E.L. Perry, general manager of Port of Tacoma was honored and was named 1974 Maritime Man of the year by the Puget Sound Maritime Press Associations.

### International Container Bureau

Paris, 21st May, 1974 (International Container Bureau):—The General Meeting of International Container Bureau as well as a Forum are to be held respectively on the following dates in Munich during the Munich International Exhibition "Containerisation 1974" (23rd to 27th October, 1974):

**Forum:** Thursday, 24th October, 1974 in the afternoon, on the subject "The influence of the handling of containers on the costs of a transport chain".

**General Meeting:** Friday, 25th October, 1974 (morning). It being understood that only IBC members will assist at this latter.

### 1973 maritime traffic

Ghent, Belgium (Port of Ghent Information Periodical, 3-74):—In spite of the various elements which negatively influenced the Ghent port activities in 1973, the balance-sheet of the maritime goods traffic appears once more to be positive. The total figure is 14,694,796 tons as against 13,743,304 tons in 1972, say an increase of 6.9%, that has been realized thanks to a growth of 6.4% on arrival (9,714,903 tons as against 9,129,131 tons in 1972) and of 7.9% on departure (4,979,893 tons as against 4,614,173 tons in 1972).

The supply has been realized by 1,435 loaded sea-going vessels representing together 5,462,773 Mtn; the conveyance took place with 2,700 vessels with 3,117,248 Mtn. Mentioned as a reminder a total of 3,789 vessels with 8,113,877 Mtn has been noted on arrival. These figures indicate a decrease as against 1972, when 1,648 and 2,911 loaded vessels have been recorded on supply and conveyance. This leads to following conclusions: on the one hand an augmentation of the average loading degree per vessel and a registration of more vessels with large tonnage on the other.

From hereby published survey, giving a classification as per nature of goods, it appears that iron represents 53% of the total unloadings with 5.2 million tons. Not only Sidmar but also the Hainault steel complexes are being supplied via the port of Ghent.

Coal also has substantially increased in 1973, due to Sidmar's coking plant. In absolute value this raw material ranks second with 0.9 million tons.

Petroleum derivatives (0.7 million tons), and particularly petroleumcokes and natural fertilizers (0.6 million tons), of which phosphates are the main constituents, are since years

(Continued on Next Page)

# ISRAEL PORTS AUTHORITY



## NOTICE TO CONTRACTORS EXTENSION OF HAIFA PORT

1. Contractors who wish to be considered for inclusion in a selected list of Civil Engineering Contracting Firms to be invited to submit offers for the execution of the Works hereunder described are kindly requested to send their names and other particulars to the ISRAEL PORTS AUTHORITY, ENGINEERING DEVELOPMENT DIVISION, P.O.B. 20121, TEL-AVIV, ISRAEL not later than the 30th day of September 1974.
2. The Works include the following works, to be executed in the Haifa Port starting in 1975:
  - (a) The extension of the Main Breakwater by some 600 metres;
  - (b) The construction of about 650 metres of quays with an alongside depth of 14.0 metre below M.S.L. to serve large Container and Ro/Ro ships;
  - (c) Retaining walls for reclamation of additional land areas.
3. Separate offers shall be requested for each of the main items of the Works listed above, based either on a detailed design prepared by the Israel Ports-Authority (I.P.A.) or including design and engineering solutions, answering the I.P.A.'s engineering specifications and requirements.
4. The I.P.A. requires to be satisfied that Contractors wishing to be invited to submit offers, have had previous experience of works of a similar nature, and are adequately manned and equipped. Particulars in respect of the above said should be submitted together with the application.
5. The I.P.A. reserves the right to add offerers to the selected list and nominate separate Contractors for the various items of the Works. No pledge is given to include all or any of the applicants in the above said list of offerers.

## ISRAEL PORTS AUTHORITY

Engineering Development Division

P.O.B. 20121  
TEL-AVIV ISRAEL



(Continued from Page 35)

steady values in the port traffic.

Cereals, wood and non-ferrous ores (0.3 million tons each) refer to traffics for which the Ghent port operates as distributor.

On departure the petroleum products (combustibles) occupy traditionally the main post. They represent 63% of the total. The metallurgic products, namely iron and steel in their various manufacturing forms, are with 0.9 million tons, the second most important traffic. Artificial fertilizers (0.3 million tons), cereals and noncombustible petroleum derivatives (0.1 million tons each) are also interesting items on departure.

### First navigation service

Edinburgh (Forth Ports Authority):—Increasing use of the estuary by large vessels has resulted in a decision to create a Forth Navigation Service.

With the full agreement of the Admiralty who operate the large Naval base at Rosyth, the Forth Ports Authority is to establish round-the-clock radar surveillance, first over the estuary east of the Forth Bridges and later this will extend to the western reaches. V.H.F. radio communications will be established over the whole estuary, providing information to ships proceeding to and from the sea.

The Navigation Service, operated by the Authority from a base in Leith and financed by conservancy dues, will be established before the first of the Very Large Crude Carrier class of tankers begin to call at the Hound Point loading terminal, east of the Forth Bridges, for the product of B.P.'s Forties Field, piped from its landfall at Cruden Bay, Aberdeenshire. VCCs of up to 300,000 tonnes dwt. will be turning in the main channel to and from Grangemouth and Rosyth and such movements require a source of effective information.

Already, large bauxite carriers lie in the estuary off Burntisland and discharge their cargo into barges in a day-and-night continuous operation, and large Lykes Line Sea-Bee vessels, lie off Leith to discharge their 1,000 tonne barges, bound for the port.

The increasing and changing activity in the Forth estuary is also resulting in the drafting of new river byelaws by the F.P.A. These are specifically framed to deal with larger, faster vessels, oil rigs, barges and pontoons and the throwing overboard of debris which could endanger the nets of fishing boats.

### VIEWPOINT

Glasgow ("Clydeport News", June, 1974 published quarterly by Clyde Port Authority):

#### There's a touch of Texas around Clydeside these days as echoes of the North Sea oil boom grow louder.

Before long, oilmen will be turning their attention to the Celtic Sea and then there really will be fortunes to be made on the doorstep.

In the meantime, an increasing number of companies and individuals are seeking to create new bases and new businesses to supply and service the rigs and production platforms.

No fewer than 14 are presently in touch with Clydeport, exploring the possibilities of setting up on sites in the upper

reaches and the estuary.

Though their proposed operations differ widely, all of them face similar problems in the initial stages: they must have the right site for the job, with planning permission and a ready supply of labour and basic materials. Only when they can satisfy these criteria are they in a position to look seriously for contracts.

Any new industry can be expected to have teething troubles. And the North Sea oil industry has very big teeth. Recent forecasts put the total investment over the next decade at a staggering £4,000 million. Much of this is of necessity speculative. When potential rewards are high, the risks are commensurate.

Clydeside has already suffered a bitter disappointment through the failure of Offshore Fabricators to get their Yorkhill operations under way.

Since bad news invariable overshadows good, the Yorkhill saga has been highlighted out of all proportion by comparison with the success stories of oil-related industries in the area, such as Marathon at Clydebank and McAlpine's at Ardyne.

Projects such as these have tremendous potential in terms of new jobs and new prosperity for the community at large. For the port, they bring the prospect of increased imports of special equipment at Glasgow and Greenock and more traffic at Ardrossan, which is ideally placed to feed materials to construction sites on the lower estuary and sea lochs.

Clydeport accepts that it has a vital role to play in helping to secure for the Strathclyde region a substantial share of North Sea oil prosperity.

### Bonds bring cash rolling in

Glasgow ("Clydeport News", June, 1974, published quarterly by Clyde Port Authority):—New money has been rolling in to Clydeport since the Authority's bonds went on the market last month.

When the May Term Day came round—that is the time when existing bond holders can either cash in on their holding or take up a new issue—bonds totalling £1.27 million were due to be replaced.

The new issue, at 14 per cent for periods of two or three years, was quickly snapped up. Nearly £800,000 came in from people who had previously held bonds—PLUS £1.5 million from new investors.

"We are delighted by this response which clearly demonstrates investors' confidence in the financial affairs of the port," says Mr John Mather, Clydeport's Director-Finance and Marketing.

"The majority of these bond holders are private individuals in Central Scotland. It is particularly pleasing to get this support which strengthens our ties with the local business community."

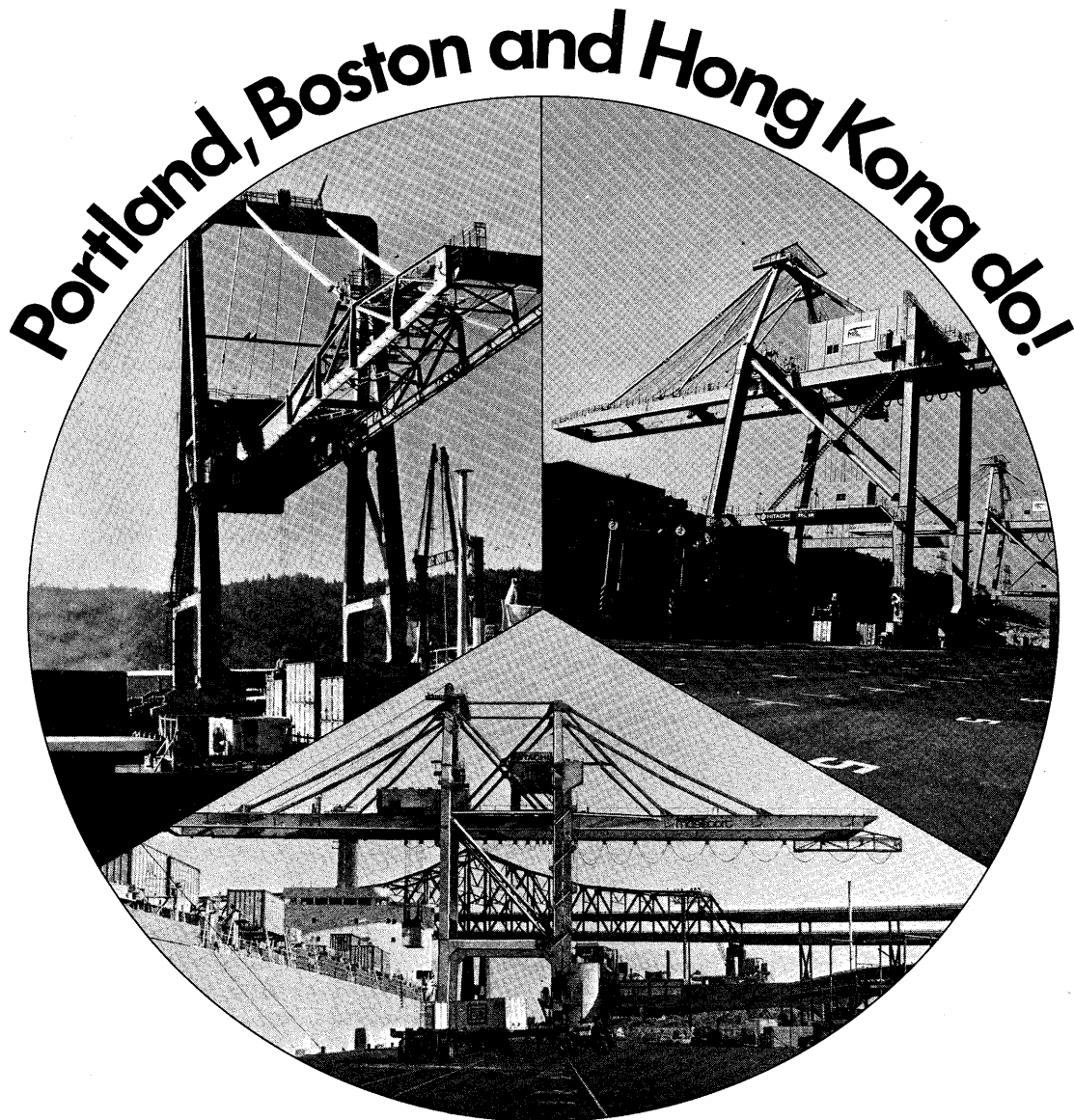
Money which Clydeport raises by issuing bonds is used to finance the Authority's operations, and pay for new developments, in much the same way as shareholders' money finances a company.

### Trans-Siberian container land bridge

London, 17th July (PLA News):—Details have been agreed between Russian and British shipping and freight forwarding interests for a new regular groupage service for

(Continued on Page 38)

# Boom with us?



*Container cranes supplied to  
the Port of Portland, U.S.A.*

*70-long ton  
container gantry crane for  
the Port of Boston.*

*Two container cranes  
now in operation at  
the Port of Hong Kong.*

Profits go up. Costs go down.  
In Portland, Seattle and Boston.  
And in Hong Kong, Singapore,  
Port Kelang and Japanese  
ports, too.  
Worldwide.  
Via over 15,000 Hitachi cranes.  
Container and otherwise.

And a word to the wise.  
Check out our patented  
"semi-rope" trolley gantry cranes.  
They reduce shock and sway of cargo.  
We have also provided high  
speed container cranes which  
employ our recently developed  
sway stop system.

Put both in your port and see for  
yourself.  
You will be busy . . . but happy.

 **HITACHI**  
6-2, 2-chome, Otemachi, Chiyoda-ku, Tokyo 100

(Continued from Page 36)

container traffic to Japan and Hong Kong via the Trans-Siberian Land Bridge.

The Agents for this service in Britain will be MAT Transport (Overseas) Ltd., and Comprehensive Shipping Ltd., in which the Port of London Authority has a 75% holding. They have formed a joint venture to develop the facilities of this new service on behalf of the UK Principals—Anglo Soviet Shipping Co. Ltd., who operate the very successful Trans-Siberian Container Service (TSCS) which is steadily expanding its traffic through the PLA's multi-user container berths Nos: 41/45 in Tilbury Docks.

With effect from August 1st, 1974 (the formal approval having been given by Mr. A.B. Postnikov, Chairman of Anglo Soviet Shipping Co. Ltd.) the new MAT—Comprehensive operation will cater for all Eastbound groupage traffic from Britain to the Far East by this route.

**OPERATION:**

The operation of the new service will be as follows:—Initially the service will be operating from Comprehensive Shipping's Comclear Terminal in East London, and Comprehensive will undertake the consolidation of all cargoes. It is anticipated that very shortly consolidation facilities will be available in Manchester, as the new MIFT (Manchester International Freight Terminal) nears completion, and later on in Birmingham and Glasgow. (Senior executives from MAT—Comprehensive envisage a 50—50 operation of Depot facilities, which will eventually lead to each partner operating two of the above terminals for this service).

Initially the equipment used on this route will be 20' and 40' "dry box" containers.

The first sailing will be the m.v. "PIONEER VYBORG" on the 7th August from No: 43 berth, Tilbury Docks, closing for cargo on Friday August 2nd at Comclear Terminal, No: 5 shed, Silvertown Way, Royal Victoria Dock, and subsequent sailings will be each Wednesday, latest time for delivery being the preceding Friday p.m.

An advantage of the service is the continuous reception facilities at Comclear Terminal between 7.a.m. to 9 p.m. each weekday.

The containers will be carried to Leningrad by four vessels:

"PIONEER VYBORG"	(Capacity 220 TEU)
"SESTRORETSK"	(Capacity 220 TEU)
"NOVAYA LADOGA"	(Capacity 140 TEU)
"IVAN CHERNYKH"	(Capacity 140 TEU)

and it is possible to increase the frequency of sailings as and when required.

Movement between Leningrad and Nakhodka (for Japan) and Vladivostok (for Hong Kong) is by "Block Trains" of the Trans-Siberian Railway. On arrival at Nakhodka and Vladivostok cargo is moved to final destination; to Japan by vessels currently operating three times a week and to Hong Kong weekly.

**JAPAN AND HONG KONG**

To complement the MAT—Comprehensive service in Britain it has been established that groupage cargo destined for Tokyo, Yokohama, Nagoya, Osaka, Kobe and environs will be handled by Jeuro Container Transport Inc., who have been MAT's partners in Japan for FCL cargo and were one of the pioneers in the TSCS service. Jeuro have proven

distribution and handling facilities readily available for the new service.

Groupage cargo destined for Hong Kong will be handled by Comprehensive Shipping's own organisation CIFF (Comprehensive International Freight Forwarders Ltd.) based in Hong Kong. CIFF was formed in 1972 and has, since its inauguration, handled considerable quantities of import and export cargo.

**COMMENT**

This new service is a natural development of TSCS's Full Load operation to cater for the Shipper with LCL cargoes to Japan and Hong Kong. The recent upsurge in trade to Japan and Hong Kong has led the companies to provide a fast alternative groupage route to the Far East.

Both companies in this new service are well known in the Industry, and it is another step in the formation of closer links between freight forwarders which can only serve to strengthen the Industry as a whole and reward those companies which are prepared to take the actions involved in being innovators.

**More bulk wine to be stored**

London, 18th July (PLA News):—Bulk wine storage facilities at the Port of London Authority's West India Dock are to be increased by one million gallons to help meet the growing demand in the UK for a glass of wine with a meal.

The extra vat capacity will boost the PLA's bulk wine storage facilities to 2.8 million gallons and will enable wine traders to import considerably more than the 9.5 million gallons record total which passed through the existing installations in 1973.

Of this total, more than half was stored in the Port's bulk wine facilities the remainder being pumped direct from ships' tanks to road tankers at the quayside.

Announcing the expansion, PLA Director-General, John Lunch, said "There has been a tremendous growth in the wine trade over the past few years and we are now being offered more traffic than we can accept since our existing capacity is fully utilised."

"This trade will continue to grow, so we must provide the facilities our customers want, where they want them."

The extra vats will be built close to the existing West India Dock bulk wine terminal and ships will be able to discharge into both simultaneously. Ships will also be able to continue to discharge directly into road tankers.

The PLA opened its first bulk wine terminal in 1959 at Garnet Street, London Dock, with more than half a million gallons capacity. This was increased by a further 300,000 gallons but even this could not cope with the rapidly increasing wine traffic so the first phase of the West India Dock terminal was built, coming into operation in 1969 with a capacity of 380,000 gallons. The following year another 615,000 gallons of storage capacity was added.

# Port of *Kure*



*"GLOBTIK TOKYO" at Nippon Oil Staging Terminal*

## CONSERVE OIL

No one will disagree that oil—lifeblood of the world's economy — is a limited natural resource. Coal, water, natural gas and nuclear fission are the better known alternative sources of power but individually or collectively they are no substitute for oil which in addition to its thermal qualities is a basic raw material. Both the producing and consuming nations owe a sacred duty to posterity to conserve this precious, irreplaceable resource in a sensible, safe and economical manner. Time is not on our side.

# TOKYO TANKER CO., LTD.

**B.T.D.B. Booklet Published:**

## **Southampton's case for new container development stressed**

London, 20th May (British Transport Docks Board):—The case for the Port of Southampton as the ideal and obvious site for future UK container berth development is set out by the British Transport Docks Board in a booklet published today\*.

The Docks Board describes how Southampton's massive container development known as the Western Docks Extension—which already has 4,000 ft. of quays dealing with a quarter of a million containers a year—has potential for a further 5,000 ft. of deep-water container berths capable of taking the largest container ships, and a planned ultimate capacity totalling one million containers a year.

Much of the basic infrastructure already exists to cope with this future level of throughput, the booklet explains. For example, the ports's Freightliner Terminals deal with some 60 per cent of traffic generated by the container berths, and the Maritime Freightliner Terminal can ultimately be served by up to 30 trains a day in each direction. Southampton's road links are being steadily improved with the building of the M.27, the extension of the M.3 and major improvements to the A.34. There is also a wide range of feeder services between Southampton and Continental ports.

Over 100 acres of additional back-up land have already been reclaimed from the River Test and much of the necessary dredging has been carried out. The clear inference is that, in the Docks Board's opinion, development of new container berths could be carried out at Southampton far more cheaply than at competing sites. In the words of the booklet: "It makes good sense to develop at Southampton".

### **Service, not subsidies, says Docks Board Chairman**

London, 27 June (B.T.D.B.):—The UK need not fear competition from Continental ports for the handling of its domestic traffic so long as the service that its ports offer comes up to scratch, claimed Sir Humphrey Browne, chairman of the British Transport Docks Board, in Southampton today (Thursday, 27 June).

Sir Humphrey was visiting the site of the Docks Board's proposed additional container berth development at Southampton's Western Docks Extension.

"I do not think that subsidisation in this country will provide the answer to the massive investments being made in Continental ports. However, if we can provide the right facilities at the right price, and then back them up with a high standard of service—all of which I am convinced Southampton can do—then in my opinion no shipowner would opt for transshipment of his UK traffic on the Continent, unless the proportion of his cargo destined for this country were so small as to preclude a direct call."

"In some instances transshipment will always make sense economically," Sir Humphrey went on. "But this can work both ways and we are already dealing with Continental

transshipment traffic landed or loaded by deep-sea services at Southampton."

"The fear that container ship operators might be debarred from using UK ports by physical limitations is not, I am happy to say, likely to be the case as far as Southampton is concerned. Of course, it would need a crystal ball to foretell the ultimate in ship sizes but we are as sure as we can be that Southampton will be able to take the biggest container ships likely to be built."

The Docks Board chairman went on to say that the Board's development of Southampton was not being planned piecemeal, but to produce a cargo complex which was the equivalent of a new port, though infinitely less costly. Even without developing on the southern side of the River Test, where land had been acquired for long term expansion, the Board could provide a total of 9,000 ft. of deep-water berths, of which 4,000 ft. were already in use. Further extension would be carried out in sections to meet specific traffics. Much of the necessary land reclamation had already been completed, Sir Humphrey explained, and road and rail links already existed right to the site. The next stage—Phase III—of development was imminent.

Sir Humphrey said that the Board planned shortly to submit their proposals for consideration by the Government and the National Ports Council under Section 9 of the Harbours Act, 1964. They were also proposing to develop two further short-sea roll-on/roll-off berths in the Eastern Docks, at a cost of about £2 million, to meet demand by shipowners.

"In terms of the best possible use of limited national resources, Southampton has much to offer," Sir Humphrey said. "Economically, development of Southampton makes good sense."

### **50 years service celebrated**

Manchester, U.K., 4/6/1974 (The Port of Manchester):—The Manchester Ship Canal Company have pleasure in advising you that Mr. John Field, Docks Manager, celebrates 50 years service with the Company this week.

He was appointed Assistant Dock Traffic Superintendent in 1956. As an Associate of the Cost and Works Accountants he helped to frame the first schedule of pieceworking arrangements in 1941 and 1942, when pieceworking was introduced on discharging and loading in the docks.

In 1952 he made a tour of ports in the U.S.A. and has since made visits to Scandinavia and Holland.

He became Deputy Docks Manager in 1966 and, as a member of the local Joint Negotiating Committee and local Modernisation Committee, has been closely involved with Dock Labour matters, and has lectured to Foremen's Courses at the Burton Manor Residential College for Adult Education.

He was appointed Docks Manager in June, 1970. Mr. Field was born and has lived in Salford all his life, is married with two daughters, the elder being Deputy Head of St. Mary's Primary School, Swinton whilst the younger is at a Teacher Training College.

\* Southampton: The established central seaport of Southern Britain.



## Marseilles-Fos

Marseilles (Extracted from "Euro-Med-Port Marseilles-Fos", May 1974 No. 1):—They (people of the port) looked at the geography of the area, and particularly at the Gulf of Fos, 30 miles up the coast. They noted the shore line, which gave poor winter pasture to sheep, marshy and mosquito-laden, the home of little black bulls and dappled white horses. But they noted, too, the stony, flat desert of the Crau behind, the enormous natural breakwater, and the great depth of water, almost to the shore line. They bought land there. They planned and they dreamed of a port, serving an industrial zone of basic industry with, further back, secondary industries and so on, linked by road, rail and river to the whole of Europe. They peddled their dreams to such effect that the French Government invested money.

The dream had the essence of reality, for already four oil refineries were on the outskirts of the area and pipelines were being built to carry their products up the Rhone Valley, to Belfort and beyond. The rice trade of the Camargue was increasing fast - to compete with the sea-salt industry the Romans founded - as a major export, Marseilles was becoming a well-known centre for ship repairs, and local communications needed to be brought up-to-date to cope.

So work started in the Gulf of Fos. Land was drained, docks were dredged and industrialists wooed. Oil tankers were getting very much bigger, as the effect of the closure of Suez bit, so the first move was to build a terminal capable of receiving and quickly discharging - the biggest foreseeable ship. This was built. The biggest steelworks in Europe was planned and other basic industries followed. A container terminal quickly showed the importance of this new form of carrying cargo. Liquid natural gas, imported from Algeria was processed for national use and ring mains

for water and gases laid round the perimeter, together with a rail link, firefighting and other administrative services. Housing, hospitals and schools followed, being carefully integrated into existing communities, whilst roads and bridges were augmented to deal with this industrial explosion.

The operations of the ports of Marseilles, Lavera, Caronte, Fos and Port St-Louis du Rhone are integrated by the Port of Marseilles Authority; each port specialising in what it does best. Two hundred separate Companies are operating in or near the industrial zone; some are very big, like SOLMER who employ 10,000 people; others are international, like Imperial Chemical Industries Ltd; many are small. But there's room for lots more. Communications and housing are keeping pace.

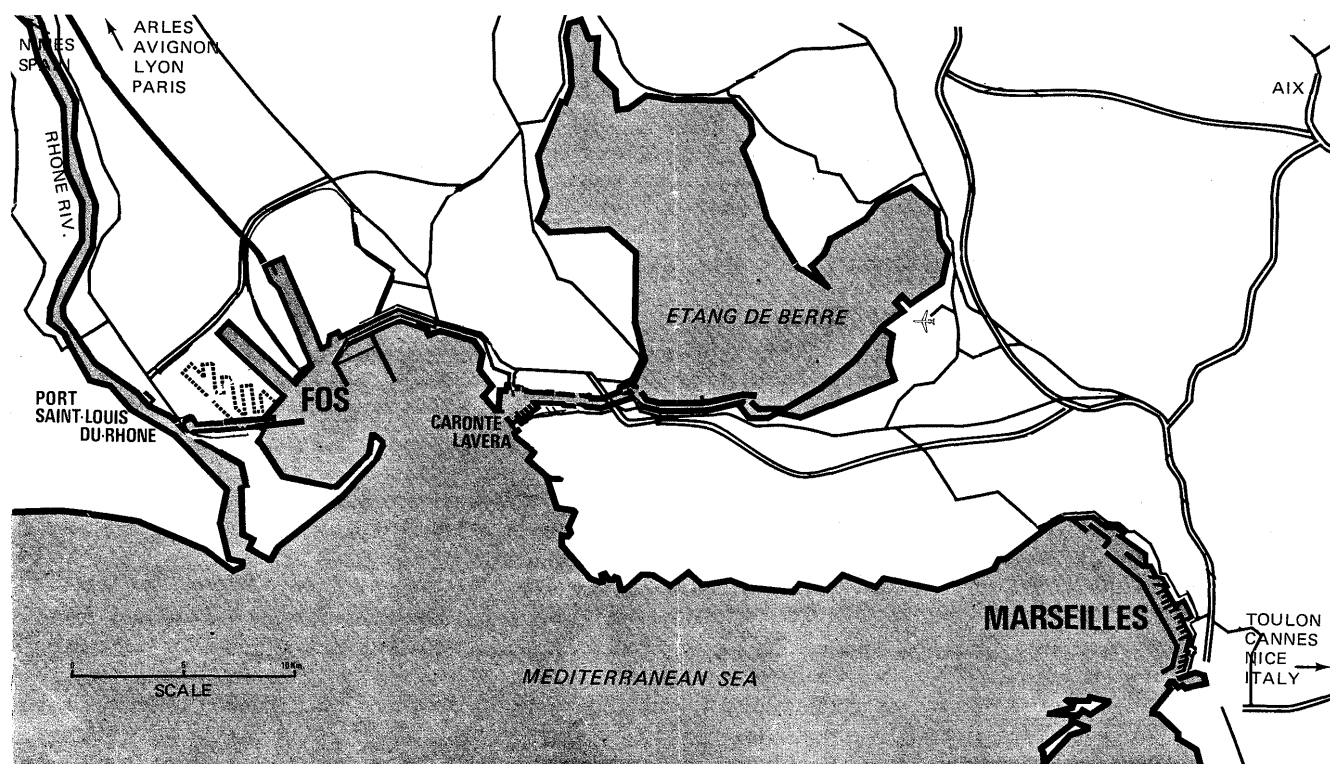
As has been said in another context: "This is not the beginning of the end, but the end of the beginning". 100 million tonnes ! The second port in Europe ! This is where we start.

## Hamburg exhibition

Hamburg (Hamburg Messe):—The Exhibition and Congress Ship, Machinery, Marine Technology International Hamburg will take place from 24th–28th September, 1974.

For further details refer to:

Exhibition and Congress  
Ship, Machinery,  
Marine Technology  
International Hamburg  
Hamburg Messe  
D 2000 Hamburg 36  
Germany.





## Japanese autos to be distributed via port of Amsterdam

Amsterdam, 15th July (Vereniging "de Amsterdamsche Haven"):-The Port of Amsterdam is to become the distribution point for Datsun automobiles for Northwest Europe from January 1st onwards. A contract signed recently between "Höegh Ugland Auto Liners" and Container Terminal Amsterdam, part of the KNSM Group, calls for between 100,000 and 150,000 Japanese automobiles to be distributed via the Capital Port each year. (approx. 60 sailings)

Höegh Ugland Auto Liners specialises in the transportation of cars and this service, presently operated via the Port of Rotterdam, will be operated with the assistance of Nissan Motor Car Carriers Co., Ltd., as well. Nissan are the manufacturers of Datsun automobiles.

The move from Rotterdam to Amsterdam was made in the light of Container Terminal Amsterdam's superb facilities and the lack of congestion in Amsterdam itself. CTA has been active in the handling of autos since 1969 and the Datsun move is seen as a part of CTA's continued programme of diversification. Recently, CTA added a roll-on/roll-off berth as well as several sheds to become a truly multipurpose terminal.

The Japanese automobiles are to be handled in an area immediately to the North of present CTA operations. CTA is to construct a special car storage area to handle the large numbers of cars quickly. Recently the terminal discharged 3,600 autos—400 of them onto feeder ships—within 24 hours. The Port of Amsterdam's lack of tides aids this discharge speed considerably as ramps do not have to be changed with the tides as in most other North Sea ports.

Commenting on the move, Mr. P.J. Gaillard, marketing manager of the Municipal Port Management, said: "This is a part of the progress seen in the port in the past year. Other ports are rapidly running out of space. We have a great deal of deep water quay space available for immediate use."

"The lack of congestion, combined with the fact that CTA has opted wisely to make itself fit and ready for semibulk cargoes—iron and steel plate as well as cars—has been part of Amsterdam's success recently".

Mr. Gaillard noted around a hundred million guilders had been spent in the Port of Amsterdam in the last year. Aside from the general extensions at CTA, Cargill Soja Industrie had announced plans to begin a new mill; Overslagbedrijf Amsterdam, the port's leading ore and coal terminal, is in the midst of a new expansion programme, VCK is building a second ferry terminal to handle the new jumbo ferries of the TOR LINE and the Ford assembly plant was being enlarged and will handle all its European heavy truck construction there in the future.

Mr. Gaillard said, "There is a clearly discernable new trend in transportation towards bulk shipping. Amsterdam is ready and able to accept these and is an ideal distribution point for all sorts of goods because of its excellent links to the hinterland by inland waterway, road and rail and to Scandinavia and the British Isles by short sea routes".

CTA itself presently has a total area of some 200,000 square metres, total quay length of 465 metres in addition to a 150 metre ro-ro quay, 11,000 square metres of sheds, two 50-ton container cranes and one 30-ton multipurpose crane as well as other handling equipment.



IPA Paceco Portainers ordered to be similar to these at Rotterdam, Holland

## Huge contract with Israel Port Authority

Alameda, California, 6/19/74 (PACECO News):-The Israel Ports Authority has recently awarded Paceco, A Division of Fruehauf Corporation, Alameda, California, a multi-million dollar contract for additional Paceco container handling cranes for the Ports of Haifa and Ashdod.

The huge cranes are to be built at the Paceco facility in Gulfport, Mississippi and shipped to Israel as completed during the next two years.

Four Portainers (ship unloading cranes) and three Transtainers (terminal cranes) are involved in the new contract. All of the cranes will be Paceco's MACH (modular automated container handling) models, which have provisions for future automation of the cranes. One of the huge Portainers is planned for the Port of Haifa and three are planned for the Port of Ashdod.

The three large Transtainers are similar to those recently shipped from Gulfport on a previous contract. These were the world's first MACH Transtainers (designed with provisions for future automation).

Israel's greatest export is fruit. Plans are underway to containerize shipments of oranges which necessitates the purchase of the advanced container handling equipment.

## TIR system

Lisbon (English summary of article in Boletim do Porto de Lisboa, October/November/December of 1973):-The TIR system is an up-to-date means of international roadway transportation for commodities, which aims at a greater safety of cargo as well as its continuous circuit. It also tries to establish fast and direct connection between cargo exporters and importers.

In the present economic situation of outstanding industrial competition, exportation companies have resort to all means for their products to reach their destination in the same conditions as they have left the factories, as fast as possible and at the lowest cost.

These demands resulted in the adoption of new means of cargo transportation with the purpose of reducing the number of cargo handling operations between producer and consumer to the maximum of two operations only. Among these transportation systems, we may include containers, roll-on/roll-off and TIR methods.

TIR is carried out through road vehicle, generally a lorry, sometimes with a trailer. Each vehicle must hold a TIR booklet which is valid for one only journey. This TIR register which must always be with the cargo, permits it to go through one or several frontiers in the same vehicle and without any handling operation, up to the end of its circuit.

TIR is carried out through road vehicle, generally a lorry,

The same cargo safety as by containers. TIR vehicles can also transport containers.

Faster connection between production and consumption centres, since the system permits the direct cargo transportation from producer to importer and even up to consumer.

Greater economy of workmanship than that obtained by means of containerised transportation.

Smaller risks of robbery, deterioration and others generally suffered by commodities, lessen the cost of insurance premiums.

It does not depend upon established facilities.

It does not require expensive or special package.

In Portugal, the TIR system, however legalized ten years ago, only presented a significative feature in 1968.

The table included at the end of the article summarized here, shows the TIR cargo handling since 1968 up to the 1st quarter of 1973, in the port of Lisbon.

### Port management seminar by AAPMA

Melbourne, 17 July (The Association of Australian Port and Marine Authorities):—The first specialised advanced course directly orientated to the needs of Australian Port Management concluded at the Monash University in Melbourne yesterday.

The six-day course, which was fully residential, was organised by the Association of Australian Port and Marine Authorities and was attended by 25 participants from port authorities in all states and from the Australian Department of Transport. The directing staff of three was provided by member authorities of the Association.

The course had been organised by a Special Co-ordinating Committee of the Council of the Association comprising Mr. A.J. Peel (Director, Department of Harbours and Marine, Queensland), Mr. A.S. Mayne (Chairman, Melbourne Harbor Trust Commissioners) and Captain B.L. Noble (General Manager, Fremantle Port Authority).

Speaking at the dinner to mark the conclusion of the course held at the University last night, the President of the Maritime Services Board, Mr. W.H. Brotherson, who is also President of the Association, said "the aim of the course is to provide an opportunity for participants to broaden their knowledge of general port problems in Australia".

He said similar courses held in other countries had been attended by Australian port executives but this was the first of its type held in this country.

Mr. Brotherson said "there has been talk in recent times of centralising many of the activities now undertaken by State Governments and reference has been made to the possibility of port authorities within the Commonwealth being run by a mammoth central organisation."

He said "there are many arguments which can be used in favour of retaining the existing system whereby the State has close contact with the local ports serving industry in the immediate vicinity, but the fact remains that arguments for change always find an ear when it can be said that the skills

necessary to succeed in the task at hand are not there".

"Because of this", Mr. Brotherson said, "the setting up of the A.A.P.M.A. Course for Port Executives is timely and its success is important to the future of the Authorities which are members of the Association."

Mr. Brotherson also referred to the remarks of Captain Noble at the opening session of the course during which he explained the desirability for officers with top management potential to be given the opportunity to examine, in conjunction with their counterparts from other Australian ports, the total requirements and activities necessary for efficient overall port management.

Experienced speakers for the course were obtained from a representative cross-section of commerce and industry (both Commonwealth and State) closely associated with the transport industry and particularly port and shipping activities. A considerable part of the course was devoted to discussion and syndicate work on port planning.

At the summing up session at the close of the course, under the chairmanship of Mr. A.J. Peel, participants pointed out some of the areas in which future courses could be improved, but it was generally agreed that it had been a success and that arrangements should be made for similar courses to be conducted in the future.

### Trade continues at high level

Sydney, 1st July (The Maritime Services Board of N.S.W.):—Imports of general cargo from overseas through the Port of Sydney during the 11 months ended 31st May, 1974, were 31.5% higher than for the corresponding period last year.

This was disclosed in figures released in Sydney to-day by Mr. W.H. Brotherson, President of the Maritime Services Board.

Mr. Brotherson said overseas general cargo imports for the first 11 months of this financial year totalled 4,146,000 tonnes compared with 3,152,000 tonnes for the previous 11 months' period.

The main items contributing to the increase, with last year's figures in brackets were:—

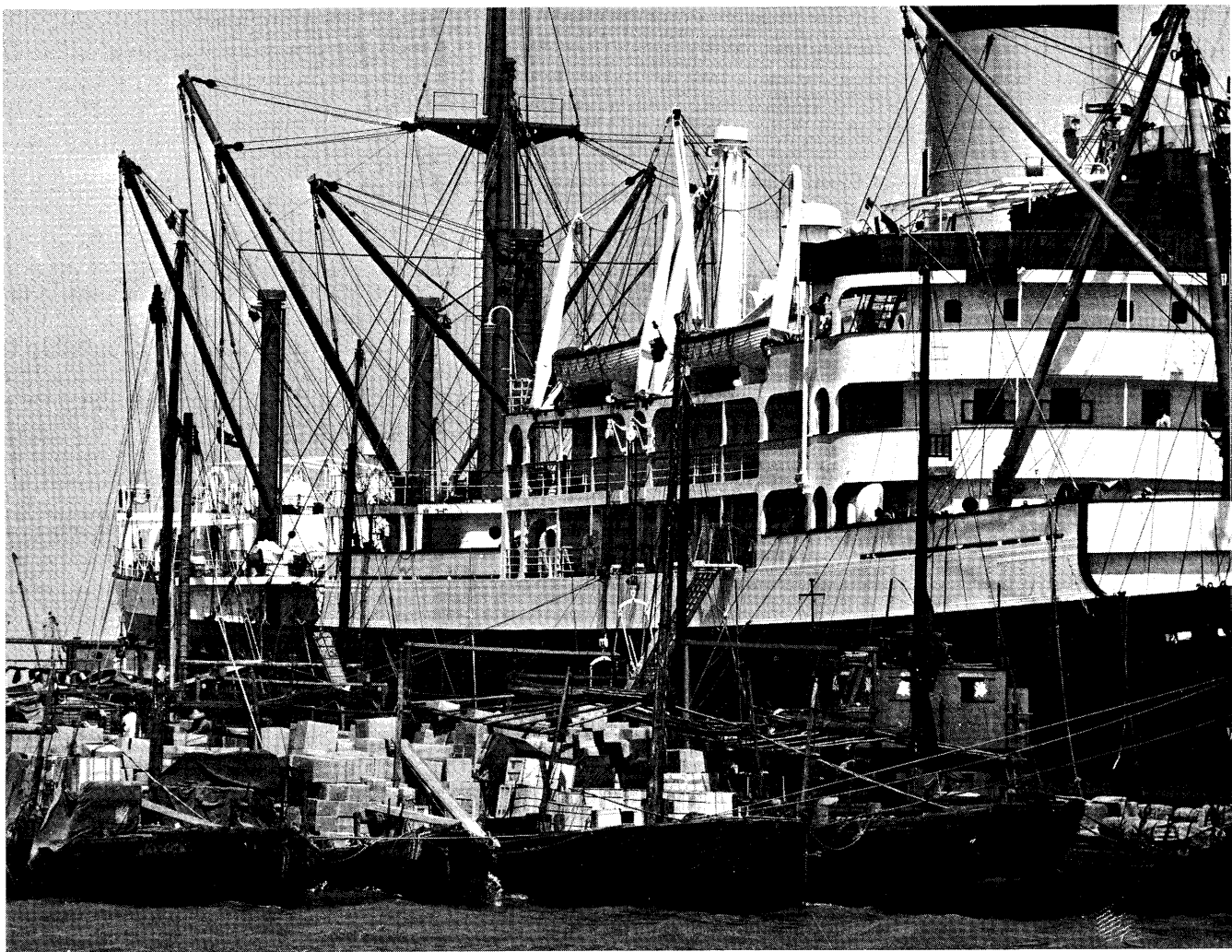
Motor vehicles, mainly from Japan—	433,000 tonnes (249,000 tonnes)
Textiles from Japan, South East Asia and America—	315,000 tonnes (218,000 tonnes)
Machinery from Japan, U.S.A. and Western Europe—	530,000 tonnes (341,000 tonnes)
Timber from Canada, South East Asia, U.S.A., New Zealand—	593,000 tonnes (507,000 tonnes)

The total trade of the Port of Sydney during the 11 months period was 17,203,000 tonnes compared with 15,710,000 tonnes last year, whilst total trade for the month of May, 1974, was 1,935,000 tonnes as against 1,650,000 tonnes during May, 1973.

### Port of Hong Kong Directory

Hong Kong, July 1 (The Week in Hong Kong):—A new directory, containing the latest information on the port of Hong Kong, has just been published for the benefit of local shipping interests and maritime agencies in other countries.

Produced for the Marine Department by the Government Information Services, the 110-page directory provides a wide range of information on port services and facilities,



### THE PORT OF HONG KONG

The British Crown Colony of Hong Kong, with its magnificent deep water harbour, grew and thrived around its port. Although today the Colony's busy international airport has intruded 8,340 feet out into the harbour and factory chimneys, symbolic of the Colony's industrial drive, sometimes cover the waterlanes with haze, merchant shipping still remains the heart of Hong Kong.

More than 500 ships a month call at Hong Kong and the volume of traffic using the port is such that the port authorities are increasing the number of large ship mooring buoys by 10 per cent. There are also 34 special typhoon moorings and two large typhoon shelters within the harbour precincts for junks and small craft. Vessels loading and unloading at Hong Kong are served by more than 2,400

lighters and junks and apart from the 66 ocean vessel moorings the commercial wharves can accommodate vessels up to 1,000 feet in length and a draught of 36 feet.

More than 65 shipping lines make Hong Kong a regular port of call. The Colony's own registry of vessels numbers 491 with a total net registered tonnage of 840,186. Ashore, the warehouses have room for well over 1,000,000 tons of goods.

Hong Kong has also its own shipbuilding and repair yards where ocean-going vessels up to 10,000 tons dead-weight can be constructed.

**PICTURED:** A typical port scene with a Blue Funnel Line steamer loading cargo in mid-harbour. The Blue Funnel Line's connection with Hong Kong goes back to the days when Hong Kong was first ceded to Britain. (Hong Kong Government Information Services)

regulations and procedures, fees and charges and general statistics.

It also contains a harbour plan and complete list of all liner services, both ocean and coastal, principal shipping companies and their agents in Hong Kong.

### New wharf completed

Kelang, Malaysia (Berita Pelabuhan, Kelang Port Authority):—Wharf 3A, the 550 ft. long extension which links wharves 3 and 4, is completed and ready for operations.

The new wharf is equipped to handle bulk liquid cargo

and will be used mainly for this purpose. A pipeline gantry linking the wharf to the Port Authority tank farm inland will be fitted when the various commercial enterprises located at the farm are ready to start operations. The new wharf and gantry will greatly increase the Authority's capacity to handle liquid cargo.

Meanwhile, only the Federal Land Development Authority and a private firm have set up installations in the tank farm. Between them, they take up about 12 acres of the 16 acre-farm. Three other firms are expected to come in soon.

# Port Development at Port of Osaka

Osaka Bay Port Development Authority



Bay Bridge under construction

## Bay Bridge Is Completed

The Bay Bridge has finally been completed after four full years of construction work which started in July 1970. It will be opened to automobile traffic in July of this year. Spanning the 600-meter-wide water channel that separates South Port from Minato Ward, the double-decked Bay Bridge is the world's third longest gellver truss bridge and the longest of its kind in Japan. The bottom of its truss clears the water by 51 meters, high enough for the passage of 40,000-ton container ships going to and from the Container terminal in South Port. The upper deck is 71 meters high.

The imposing spectacle of the Bay Bridge is a new attraction of Osaka and the symbol of the Port. Its completion has brought South Port nearer to downtown Osaka, while the overland cargo transportation machinery of the entire Port of Osaka has been improved dramatically. The Bay Bridge will make an immeasurable contribution to the economic growth and urban re-development of Osaka.

## Container Terminal

The rapid development of containerized cargo transportation reflects a worldwide demand for high-speed mass transportation of goods between nations, and is still continuing at an accelerated tempo. It has brought great changes in international maritime transportation, heavily involving Japan which relies so much upon international trade.

The container terminal in the Port of Osaka was planned and constructed to meet this new situation. It is at the cross-roads of the world's important container shipping routes serving Australia, the Pacific coast of North America, New York and farther beyond. Every day large ocean-going container ships and feeder boats call at this terminal. Worthy of particular note is that it is Japan's largest container terminal for the Japan-Australian route with a fleet of nine container ships serving it twice a week. They carry mutton, beef and other dairy products from Australia for consumption in the local market.





Container Terminal and Bay Bridge

### Related Feeder Service Facilities

Since efficiency and high speed are the main features of containerized cargo transportation, container ships call at only a minimum number of ports on the routes they serve and carry cargoes to their destinations as quickly as possible. From container terminals, feeder services assure door-to-door delivery of consignments. The feeder service network of the Port of Osaka encompasses Kyushu, Shikoku and other parts of Japan. It extends even to Southeast Asia. From these remote areas, cargoes are carried to Osaka aboard regular freighters, ferries and other types of boats to be re-loaded aboard container ships.

In the Port of Osaka, the functions of the Container Terminal are supported by such feeder service facilities as the Ferry Terminal and domestic general cargo wharves at South Port lying just across a narrow channel of water.

### Record tonnage handled in 1973

Penang, Malaysia (Berita Pelabuhan, April 1974, Publication of The Penang Port Commission):—The Port of Penang handled 3.79 million tons of cargo in 1973 compared to 3.32 million tons in 1972. This is 0.47 million tons or 15% more than the tonnage of cargo handled in 1972. Export figure for the year 1973 was 1.42 million tons, which is an increase of 17% over the figures in 1972. Import tonnage

also increased by 13% from 2.10 tons in 1972 to 2.37 tons in 1974.

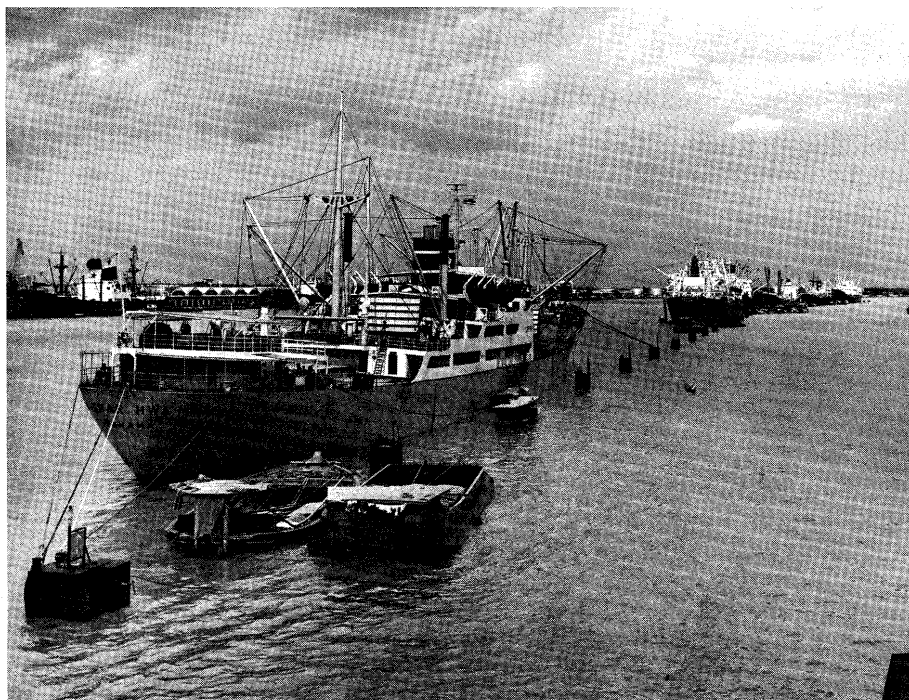
The total general cargo handled in the Port in 1973 was 2.65 million tons compared to 2.22 million tons in 1972. The Penang Port Commission handled 1.84 million tons of general cargo in 1973, an increase of 14% over the total general cargo tonnage handled by the Commission in 1972.

Raw material imports for the new industries, such as plastic materials, fibres, thread, chemicals continued to increase steadily in 1973. Import commodities which showed increases of 50% and above over the 1972 figures were coal and coke, fertilisers and iron and steel. Rice import showed a record increase of 156%, from 24,269 tons in 1972 to 69,948 tons in 1973.

Of the export commodities, the traditional exports of primary produce continued to increase. The rubber tonnage in 1973 was 578,600 tons compared to 464,000 tons in 1972. Timber exports rose by 58% from 69,000 tons in 1972 to 109,000 tons in 1973. There was no increase in palm oil exports in 1973. Export commodities such as chemicals, plastic materials, textiles and thread continued to increase steadily in 1973.



Port Island, foreground, and Port of Kobe.



The 36 midstream dolphins can accommodate 7 ocean - going freighters each of up to 565 feet in length. (Bangkok, Port Authority of Thailand)



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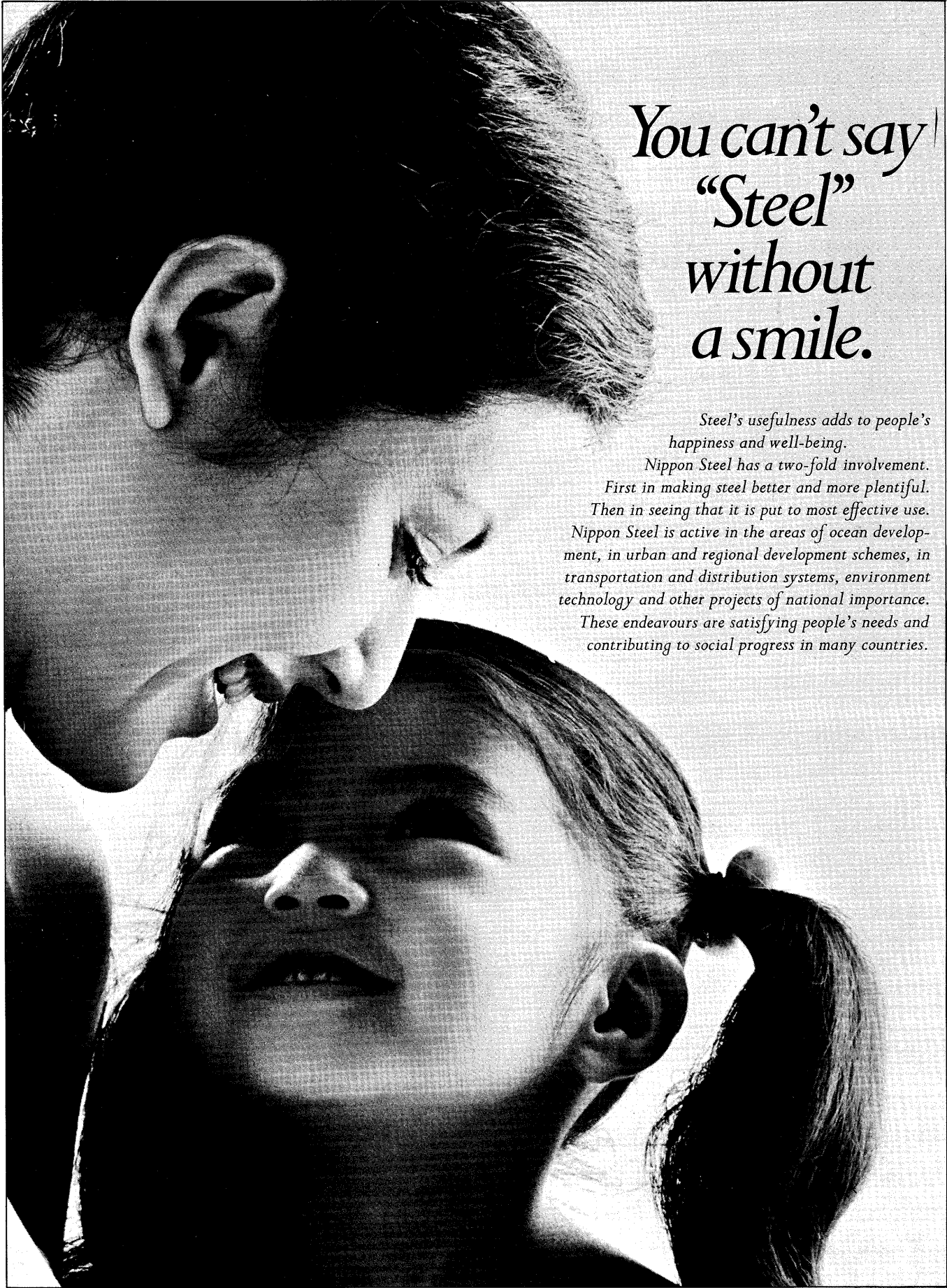
3rd floor, Tokyo International Airport Terminal Bldg. For reservations Tel: 747-0111 Cable: AIRPORTEL

### Surcharges withdrawn

Karachi, Pakistan (K.P.T. News Bulletin, May 15th, 1974):—K.P.T.'s demand for the withdrawal of Surcharge on cargoes carried by container vessels has met with success. The American President Lines who operate a bi-monthly Container Service since December 1973 have expressed satisfaction with the conditions at Karachi Port where there has been no waiting for their vessels. The Port Surcharge, however, has continued to be levied by West Coast of India/Pakistan/USA Conference, in spite of reduction in the waiting period at Karachi Port. The American President Lines hoped that the WCIP/USA Conference might consider to reducing or eliminating the surcharge entirely.

The American President Lines have intimated withdrawal of the following surcharges:—

- 1) Atlantic Outward Tariff—No Surcharge.
- 2) Pacific Outward Tariff—10% Surcharge cancelled with effect from 1st May, 1974.
- 3) Pacific Inward Tariff—20% Surcharge cancelled with effect from 1st May, 1974.



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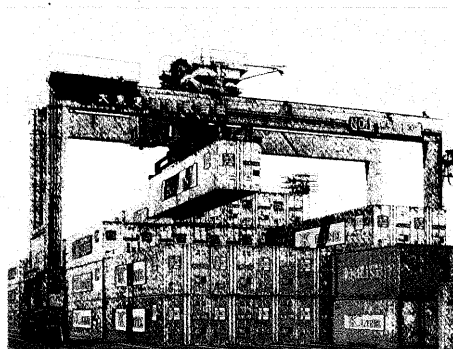
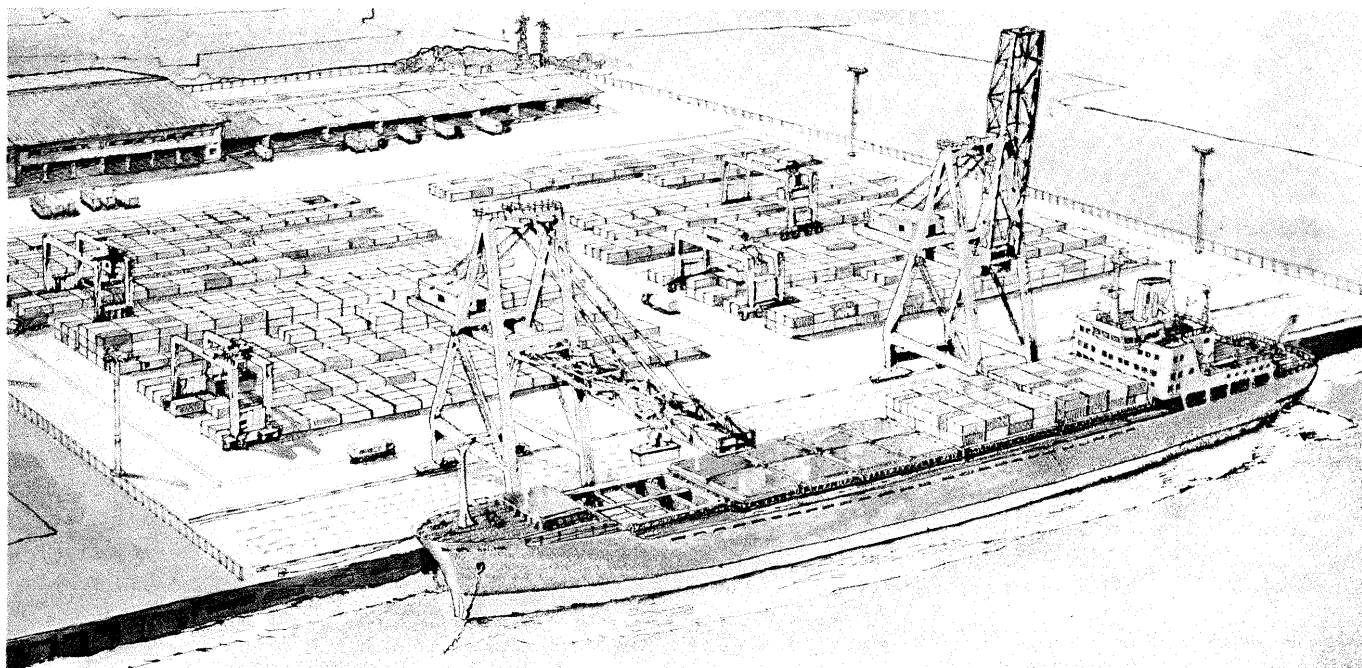
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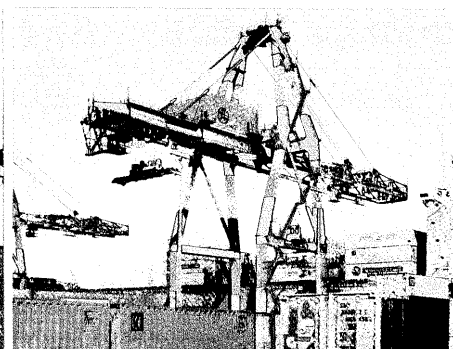
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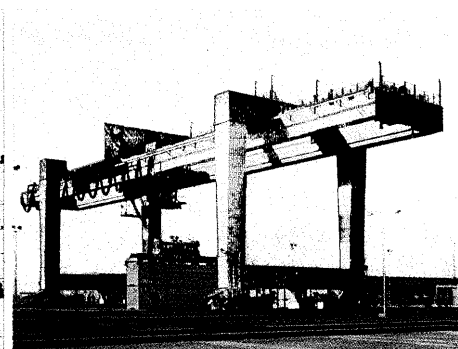
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