

# PORTS *and* HARBORS

February, 1975

Vol. 20, No. 2

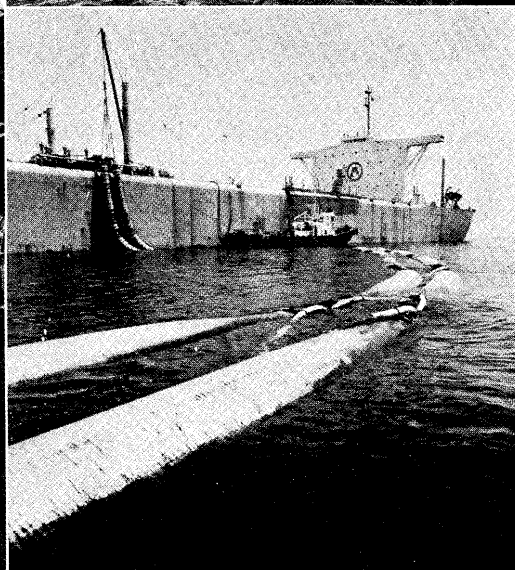
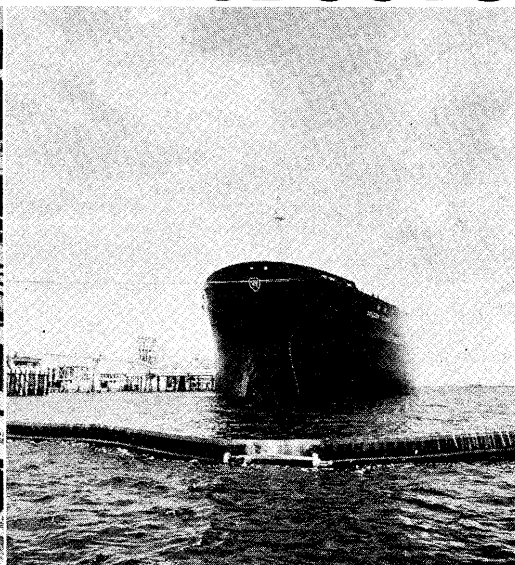
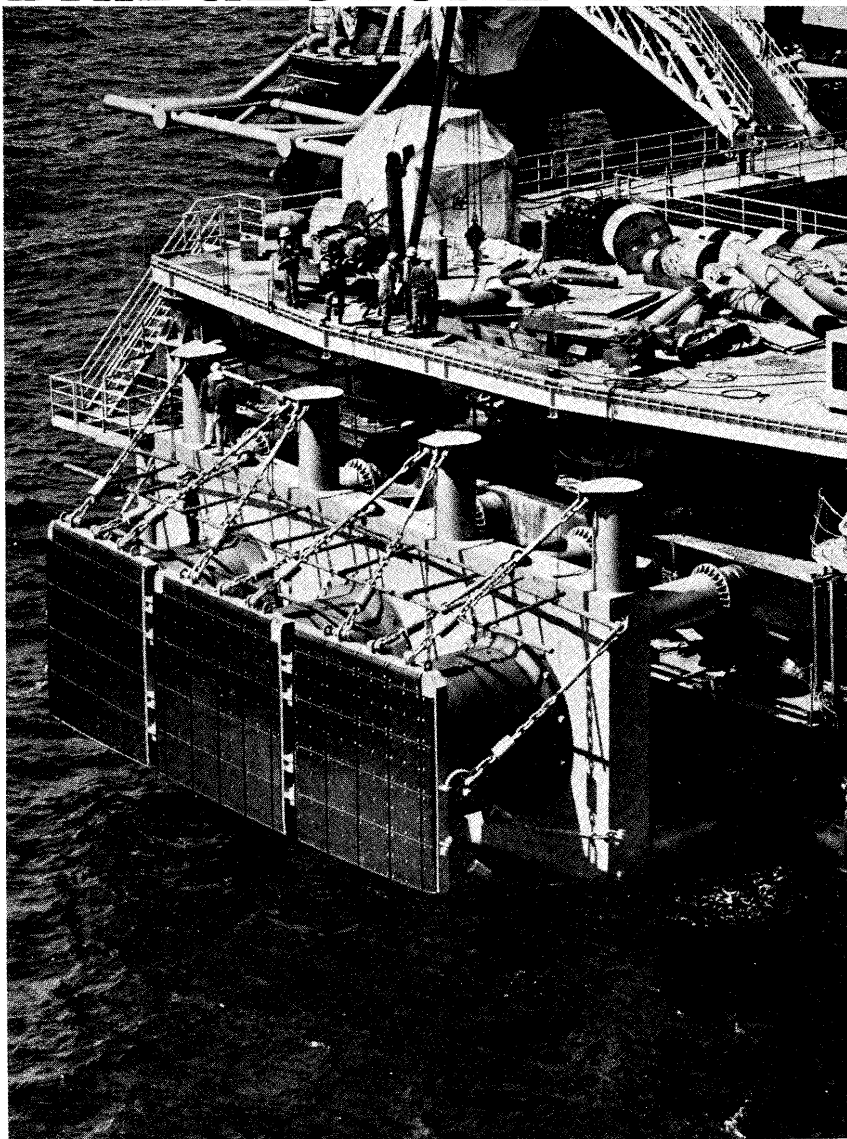


## Singapore Conference March 8-15, 1975

The Publisher: The International Association of Ports and Harbors

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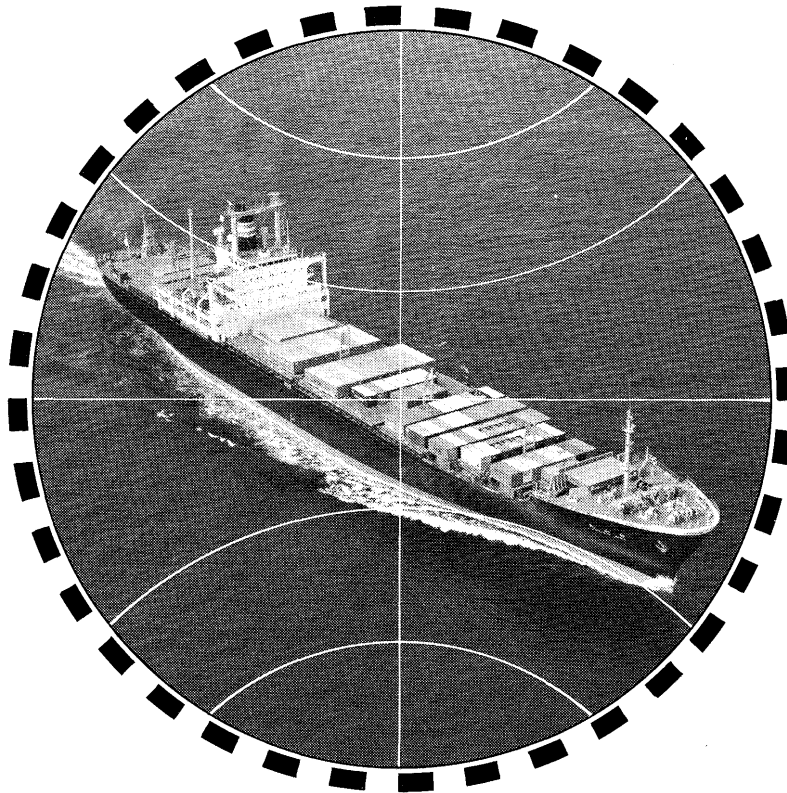
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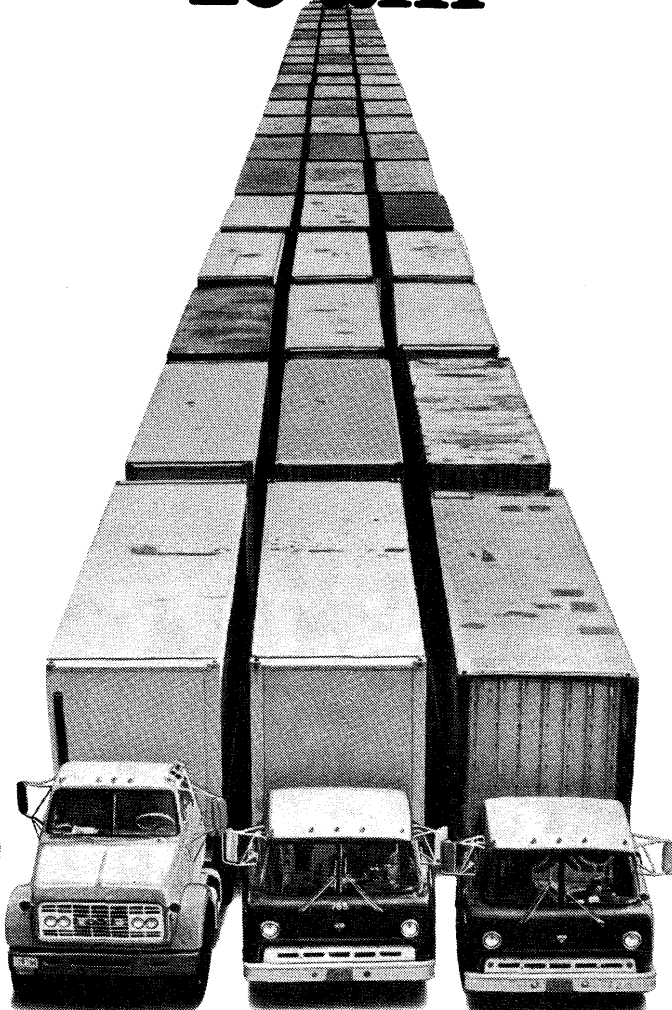
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# 9 am



# 10 am



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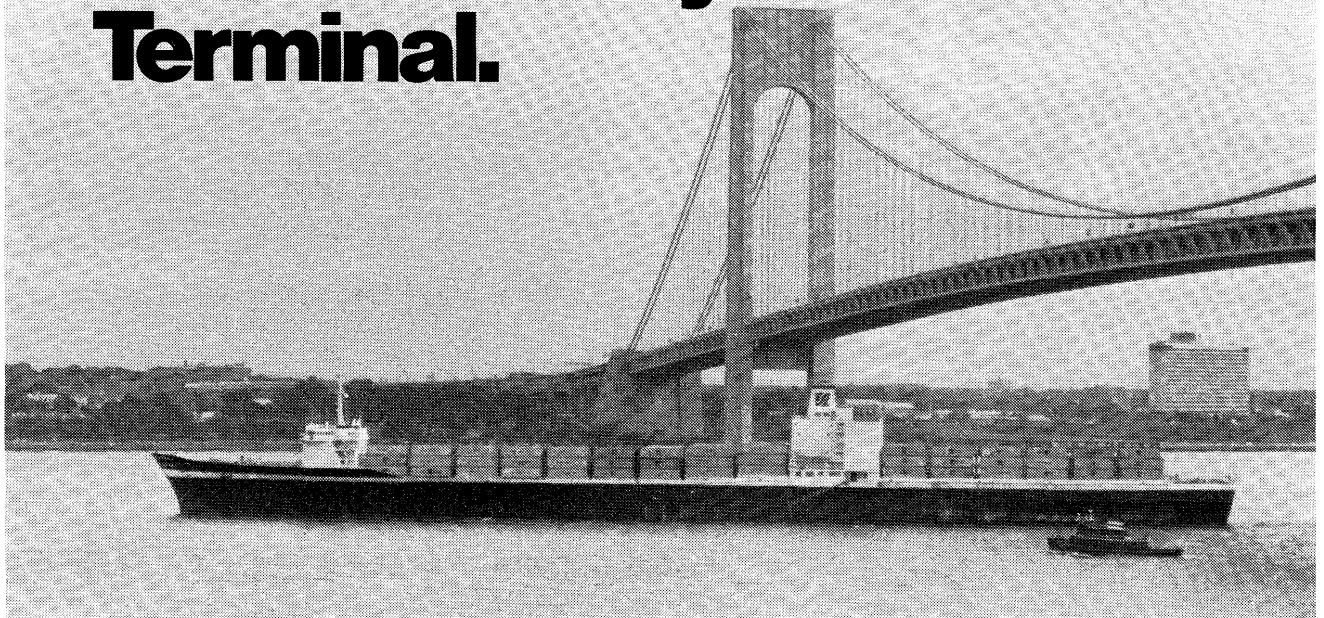
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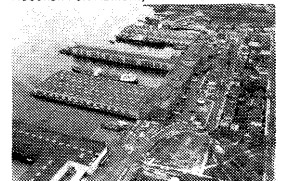
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# PORTS *and* HARBORS

Editor: Yoshio Hayashi

Published monthly by

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

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A most versatile container crane has recently been commissioned in Townsville, North East Australia. With a lift capacity of 60 tonnes, it can handle 20ft., 30ft., 40ft., boxes and utilising a locally designed 'lead spreader' can lift 15 × 2 tonne slabs of lead with the ability to angle for direct positional placement on board. Illustration shows part of a cargo of 15,000 tonnes of lead being loaded on the 'London Craftsman'. See also story on page 48.	

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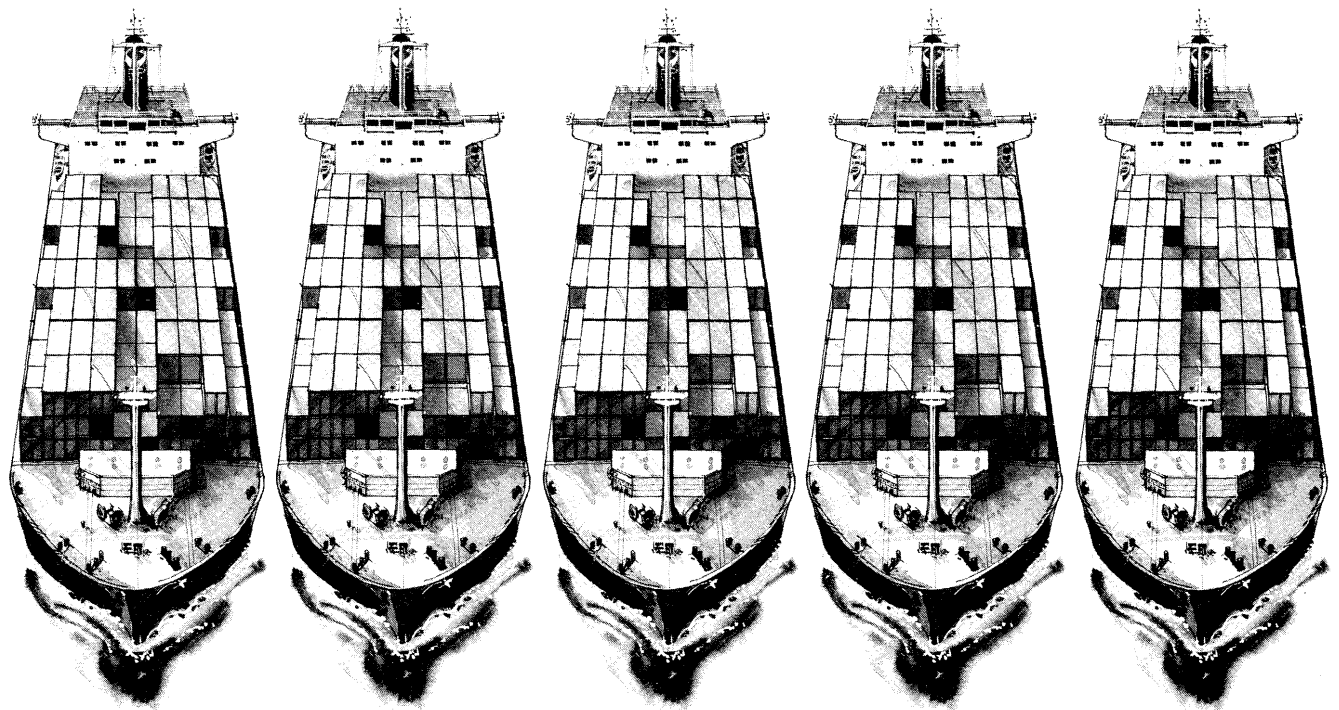
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# PORTS *and* HARBORS

## IAPH Head Office Announcements: Pages 7 ~ 25

### Registration for the 9th Conference continues

Registration for the 9th IAPH Conference at Singapore from 8–15 March 1975 is still open. Host Conference Secretariat had been steadily receiving an encouraging flow of registration and looks forward to your participation. Registration for the Conference will continue to be accepted until early March 1975. However, would-be participants are requested to register as early as possible to facilitate pre-conference arrangements and hotel bookings.

The Conference will provide an excellent opportunity for members to meet with fellow top officials from ports throughout the world. Topics of interest to all port operators will be raised and discussed during the working sessions. It is therefore an occasion which should not be missed. The Organising Committee had also planned a very varied and interesting social programme not only for delegates but also accompanying ladies. Post conference tours will be organised to Malaysia and Indonesia whereby delegates will be able to visit places of natural beauty and witness the culture of South-East Asia.

For those who have not received a copy of the conference brochure, they should write immediately to Host Conference Secretariat, 9th IAPH Conference, Port of Singapore Authority, P.O. Box 300, Republic of Singapore or Telex No. 21507 (PORT RS21507).

A warm welcome awaits you in Singapore.

Cheng Ton Seng  
Chairman

9th IAPH Conference Organizing Committee

### Attention to Credentials

#### — To the 9th Conference Participants —

All IAPH Members who participate and exercise their voting right in the 9th Conference are requested to submit "Credentials".

The details of the reasons and requirements are described on page 12 of this edition. (K.Y.)

### Conference Agenda in general

*In the previous edition (ref. P-7) we announced that details of the 9th Conference agenda in general and one addendum would be published in this edition.*

*As to the addendum, its details are announced under the title of "New Membership Dues Structure—Amending Sec. 5, By-Laws" at page 13 of this edition.*

*The Conference Agenda in general as approved by the Board at the meeting by correspondence of December 15, 1974, is shown under. However, the amendments to the By-Laws demanding some change in the operation of the forthcoming Conference, if made effective on and after February 1st, 1975, a minor modification might further be required of these Agenda and already announced Programme through consultation among the officials concerned. (K.Y.)*

### Agenda of the Plenary Sessions of the Ninth Conference, Singapore 1975

1. Opening Session 15:30–16:30 March 10 (Monday)
  - (1) Address of Welcome by Conference Chairman
  - (2) Address and Declaration of Opening of the Conference by the Honorable Minister for Communications and Patron of the Conference
  - (3) Address by Mr. Robert L.M. Vleugels, President of IAPH
  - (4) Introduction of Messages
  - (5) Announcement of Chairman and Members of the Conference Committees
    - a. Nominating Committee
    - b. Resolutions and Bills Committee
    - c. Honorary Membership Committee
    - d. Ways and Means Committee
    - e. Credentials Committee (subject to the revision of the By-Laws)
  - (6) Others

2. **First Plenary Session** 09:00–10:00, 10:30–11:30  
March 11 (Tuesday)
  - (1) Secretary General's Report
  - (2) Reports by Chairmen of
    - a. Finance Committee (Ex-Ways and Means Committee)
    - b. Constitution & By-Laws Special Review Committee
  - (3) Others
3. **Second Plenary Session** 16:30–18:00  
March 11 (Tuesday)
  - (1) Reports by Chairmen of Special Committee on
    - a. International Port Development
    - b. Containerization and Barge Carriers
    - c. Large Ships
    - d. Legal Protection of Navigable Waterways
  - (2) Others
4. **Third Plenary Session** 16:30–18:00  
March 13 (Thursday)
  - (1) Reports by Chairmen of Conference Committees
    - a. Nominating Committee
    - b. Ways and Means Committee
    - c. Resolutions and Bills Committee
    - b. Credentials Committee
  - (2) Adoption of Resolutions and Bills
  - (3) Election and announcement of
    - a. President
    - b. Directors and Alternate Directors
    - c. Executives
  - (4) Others
5. **Closing Session** 16:30–18:00 March 14 (Friday)
  - (1) Report by the Chairman of the Honorary Membership Committee
  - (2) Take-over of the Presidency to the New President
  - (3) Address by the Retiring President
  - (4) Address by the New President
  - (5) Presentation of Gold Badge to the Retiring President
  - (6) Award of Scrolls to the newly elected Honorary Members
  - (7) Announcement of the continuance, termination and establishment of the Special Committees
  - (8) Address by the Chairmen of Special Committees endorsed to continue to work on or newly established
  - (9) Others
  - (10) Announcement of the proposed time and place of the Next Conference
  - (11) Invitation Address by the Host of the Next Conference
  - (12) Adoption of Resolutions of Thanks
  - (13) Closing Address by the Conference Chairman

## Visitor

Mr. Jack Bathurst, Inter-Regional Adviser, Ports and Shipping, UNCTAD, Geneva, has visited the Head Office on December 16, 1974 and was met by Dr. Hajime Sato, Secretary-General, and his staff.

Mr. Bathurst was on his return trip to Geneva via Canada from his recent advisory mission to countries in the Middle East and South East, including India, Thailand and Singapore.

As an expert, he has attended most of our past conferences, and again he is expected to attend the coming 9th Conference at Singapore representing the UNCTAD. (Rin)



Mr. and Mrs. Bathurst at a dinner at Grand Palace Hotel, Tokyo, in the evening of December 16, 1974

(Photo: Taken by Mr. R. Kondoh)

(Top): Mr. Bathurst with Dr. Sato and Mr. Yokoyama

(Below): Mrs. Bathurst and Dr. Sato



# Epochmaking International Survey Now Completed

**—Survey of Port Training, Advisory Facilities and Requirements—**

**By Mr. John Lunch, Chairman of Special Committee on International Port Development**

*It may be no exaggeration if we call it a mile stone in the history of the Association and a matter for mutual congratulation to have had such compact and comprehensive report of surveys on all forms of training and consulting facilities currently available in developed ports of the world brought to a completion. For this achievement we owe much to the good offices of Mr. Lunch, members of his Committee and all IAPH members and others who cooperated in the survey work.*

*We are pleased to publish in this edition the full text of Mr. Lunch's report which was written as a lead to the voluminous tabulation of survey data amounting to 123 pages.*

*Furthermore, it should also be mentioned that a sufficient number of copies of this survey report have been printed and distributed among all IAPH members and relevant international organizations at the expense of the Port of London Authority. (K.Y.)*

## **International Survey of Port Training, Advisory Facilities and Requirements**

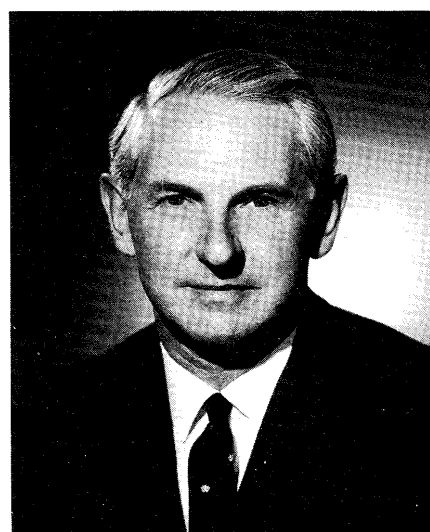
At the 8th IAPH Conference in Amsterdam, I proposed that the Special Committee on International Port Development should carry out a survey of all forms of training and consultancy facilities available in developed ports. I also proposed a broad survey of the needs of port in developing countries so that their requirements could be matched with the facilities available.

The survey has now been completed and has been sent to all IAPH members as well as those international organisations, such as UNCTAD, IMCO and the World Bank, who are very active in this field.

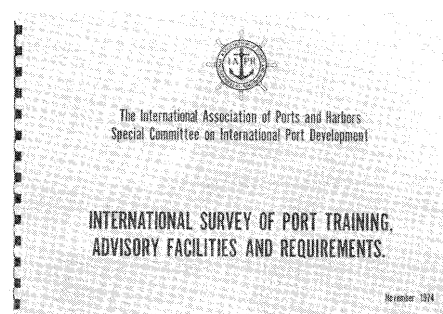
I believe this is the first report that has ever been prepared in which a comprehensive review of port training facilities and requirements are set out in a single document and my Committee hope that this will be a positive contribution in international port co-operation.

The report contains a guide to its use and we hope that a developing port requiring training facilities or advisers will, by reference to the report, be able to identify the developed port having these facilities available and will then make direct contact with that port in order to make the necessary arrangements. Conversely, any port having training facilities or advisers available can identify the developing ports to whom they can offer assistance.

The provision of technical advisers for specific projects



**Mr. John Lunch**



**210 x 300 mm Survey Report of 123 pages**

in developing ports clearly involves some expense and apart from grants from the developing ports' own governments, it is possible to obtain financial assistance from the World Bank, who will consider sympathetically the financing of port management consultants from developed ports. In addition, IAPH has a Port Development Technical Assistance Fund, which was set up in 1967 to act as a fund of last resort where a developing port is unable to obtain finance from its own resources, or by way of a government grant or from international agencies such as the World Bank. The revenue from this fund is obtained by voluntary contributions from regular member developed ports.

At appropriate intervals my Committee will revise the report to ensure it remains as up-to-date as possible and I am sure I can count on the co-operation of all IAPH members in this work.

On behalf of my Committee, I would like to thank all those who took part in the survey and particularly all those who have agreed to provide training facilities and advisers. I am sure that with the co-operation of all concerned IAPH can open up a new field of co-operation between the ports of the world, which will lead to the more efficient and speedy flow of cargo and thus facilitate international trade.

# Amendments to the By-Laws

**—expected to become effective on and after February 1st, 1975**

*As pre-announced in the January edition, we herein publish the full text of the Bill of amendment to the By-Laws which was approved by the Board of Directors at the meeting by correspondence of December 15, 1974 and is to be voted upon by the Regular Members at the meeting by correspondence fixed on January 22nd, 1975.*

*The major points among these amendments are as follows. In particular, we would like to draw attention of the members who will participate in the 9th Conference, to a Credentials Committee to be newly established as a Conference Committee at the 9th Conference according to the revised Sec. 37 of the By-Laws.*

*The members who have the right to vote at the Conference will be required to submit their Credentials to the registration clerk.*

*As to the sample-form of the Credentials, they are due to be forwarded to each of the participants from the Port of Singapore Authority in good advance of the Conference. (K.Y.)*

The major points of amendments

## Section 1 (Sec. 2—Regular Members)

An additional paragraph in respect to the status of some existing Regular Members

## Section 2 (Sec. 7—Election of Members)

An amendment in respect to the Secretary-General's acceptance of application for a Regular Member

## Section 3 (Sec. 9—Composition of Board of Directors)

The establishment of the Third Vice-President

## Section 4 (Sec. 15—Composition and Appointment of Executive Committee)

Amendments to the composition and appointment of Executive Committee

## Section 5 (Sec. 16—Meeting of the Executive Committee)

An additional paragraph with relation to the establishment of the Third Vice-President

## Section 6 (Sec. 21—Election and Duties of President and Vice-Presidents)

Additional paragraph in relation to the establishment of the Third Vice-President and an amendment to the date of election

## Section 7 (Sec. 29—Composition of Conferences)

An additional paragraph defining 'A Plenary Meeting'

## Section 8 (Sec. 30—Chairman and Vice-Chairmen of Conferences)

Amendments to the appointment and powers of a chairman and Vice-Chairmen of Conferences

## Section 9 (Sec. 36—Standing and Special Committee—Appointment and Duties)

An amendment to the body who shall have the power on the appointment and duties

## Section 10 (Sec. 37—Conference Committee—Appointment and Duties)

Amendments to the appointment of members of a Nominating Committee and to the date of presentation

of the nomination. And, the Establishment of a 'Credentials Committee'

## A Bill

To amend the By-Laws of The International Association of Ports and Harbors.

BE IT RESOLVED by the Board of Directors of The International Association of Ports and Harbors that the following amendments of the By-Laws of the Association be proposed to the membership:

Section 1. That effective February 1, 1975, Sec. 2 of the By-Laws is hereby amended by the addition of two new paragraphs at the end thereof, to read as follows:

"The status of Kenya, Tanzania and Uganda as regular members of this Association, under the name of East African Harbors Corporation, is recognized as of the 10th day of May, 1967; provided, however, that said three countries shall be entitled to but one vote and each shall be entitled to the number of Directors and Alternate Directors as specified in Secs. 9 and 10 of Article II of these By-Laws.

"The status of Hong Kong, Netherland Antilles, Panama Canal Zone and Puerto Rico as regular members of this Association is recognized and each such member shall be treated for all purposes as though it were a separate country."

Section 2. That effective February 1, 1975, Sec. 7 of the By-Laws is hereby amended to read as follows:

"Election of Members

"Sec. 7. Applications for membership shall be submitted to the Secretary General, shall state the number of membership units proposed to be subscribed, and shall be accompanied by a fee equal to the first year's dues for the class of membership desired, which fee shall be deemed to include annual dues for the remainder of the calendar year in which elected. The Secretary General shall accept and promptly act upon each such application. Prior to acting upon an application for regular membership, the Secretary General shall submit the application to the Director from the country in which the applicant resides or has its principal place of business for the purpose of assisting the Secretary General in determining the eligibility of the applicant for such membership in the Association. The comments of said Director shall be taken into consideration by the Secretary General in acting upon the application. The foregoing procedure of submission of the membership application to said Director need not be complied with in the event that there is no Director from the country involved. Upon the approval by the Secretary General of any such application, such applicant for membership shall be deemed elected to membership in this Association. Such fee shall be returned in the event of non-election. The Secretary General shall also classify members in accordance with Secs. 1, 2 and 3 of Article I. Any such election to membership so approved by the Secretary General shall be promptly reported to the Board of Directors and to the members at the next Conference and shall be published in the official journal

of the Association or other publication, if any.

"Honorary Members shall be elected to membership in this Association by resolution adopted at a Conference."

Section 3. That effective February 1, 1975, Sec. 9 of the By-Laws is hereby amended by the addition of the words "the Third Vice President," after the words "the Second Vice President,".

Section 4. That effective February 1, 1975, Sec. 15-of the By-Laws is hereby amended to read as follows:

"Composition and Appointment of Executive Committee

"Sec. 15. There shall be an Executive Committee of this Association consisting of ex-officio members and appointive members.

"The Executive Committee shall be composed ex-officio of the President of this Association, who shall also be ex-officio Chairman thereof, the immediate Past President, the First Vice President, the Second Vice President, the Third Vice President, three members to be elected by the Board of Directors from among the Directors and Alternate Directors of this Association from each of the three regions specified in Sec. 20 of Article IV of these By-Laws and five members to be appointed by the President from among persons associated with regular members of this Association. The members so appointed by the President shall, so far as practicable, be so selected as to ensure that each of the three regions specified in Sec. 20 of Article IV shall be equitably represented on the Executive Committee."

Section 5. That effective February 1, 1975, Sec. 16 of the By-Laws is hereby amended by changing the last paragraph thereof to read as follows:

"In the absence of the President, First Vice President, Second Vice President and Third Vice President at any regular meeting, the Executive Committee may elect a Chairman pro tempore to preside at such meeting."

Section 6. That effective February 1, 1975, Sec. 21 of the By-Laws is hereby amended to read as follows:

"Election and Duties of President and Vice Presidents

"Sec. 21. There shall be a President of this Association who shall be the chief executive of this Association, shall preside at plenary meetings at Conferences, shall be ex-officio Chairman of and preside at regular meetings of the Board of Directors and of the Executive Committee, and shall preside, in the event a Chairman of a Conference is not appointed or in the event of the absence or inability of a Chairman of a Conference to preside, at other functions of a Conference.

"There shall be a First Vice President, a Second Vice President and a Third Vice President of this Association, one chosen from the American Region, one chosen from the European Region and one chosen from the Asiatic Region, each of whom shall be ex-officio a member of the Board of Directors and of the Executive Committee.

"The First Vice President shall, during the absence of the President at any Conference or meeting of the Board of Directors or the Executive Committee, preside as and exercise the powers and duties of the President at a Conference or of the Chairman of the Board of Directors or Chairman of the Executive Committee.

"The Second Vice President shall, during the absence of both the President and the First Vice President at any Conference or meeting of the Board of Directors or the

Executive Committee, preside as and exercise the powers and duties of the President at a Conference or of the Chairman of the Board of Directors or Chairman of the Executive Committee.

"The Third Vice President shall, during the absence of the President, First Vice President and Second Vice President at any Conference or meeting of the Board of Directors or the Executive Committee, preside as and exercise the powers and duties of the President at a Conference or of the Chairman of the Board of Directors or Chairman of the Executive Committee.

"The President, First Vice President, Second Vice President and Third Vice President shall each be a delegate or representative of a Regular Member, each shall be elected by the Association on or before the closing day of a Conference and each shall hold office from the close of the Conference at which he is elected until the close of the next Conference and until his successor has been elected and taken office.

"Representative", as used in these By-Laws, shall mean a person, other than a delegate as defined in Sec. 6 of these By-Laws, who is an official of a member.

"Presidents of this Association shall, so far as practicable, be so selected and elected as to be representative in rotation of the three regions specified in Sec. 20 of Article IV.

"In the event a vacancy shall occur in the office of President, First Vice President, Second Vice President or Third Vice President by reason of death, resignation, ineligibility, accession to another office or otherwise, such vacancy shall as soon as practicable be filled for the unexpired term by election by the Board of Directors."

Section 7. That effective February 1, 1975, Sec. 29 of the By-Laws is hereby amended by the addition of a new paragraph at the end thereof, to read as follows:

"A 'plenary meeting' is hereby defined to mean a general session of this Association at which all members thereof are entitled to be present."

Section 8. That effective February 1, 1975, Sec. 30 of the By-Laws is hereby amended to read as follows:

"Chairman and Vice Chairmen of Conferences

"Sec. 30. The President shall preside at plenary meetings at Conferences. The Board of Directors shall appoint a Chairman of the Conference after consultation with and giving due consideration to the recommendation of the host member. The Chairman of the Conference shall have the authority to appoint such Vice Chairmen as he shall determine to assist him in the performance of his functions. In the event that a Chairman of the Conference is not appointed, or during his absence and that of the Vice Chairmen, if any, the President shall also preside at functions of a Conference other than a plenary meeting. During the absence of the President at any Conference plenary meeting or other function at which it is his duty to preside as Chairman, the First Vice President, or in his absence the Second Vice President, or in the absence of both the First Vice President and the Second Vice President, the Third Vice President shall so preside and exercise the powers and duties of the President."

Section 9. That effective February 1, 1975, Sec. 36 of the By-Laws is hereby amended by the substitution of the words "Board of Directors" for the words "Executive Committee".

Section 10. That effective February 1, 1975, Sec. 37 of



the By-Laws is hereby amended to read as follows:

**"Conference Committees—Appointment and Duties**

"Sec. 37. There shall be the following Conference Committees, the members of which shall be appointed, except as hereinafter provided, by the President on or before the opening day and for the duration thereof:

"A Nominating Committee, which shall prepare the nominations for the offices of President, First Vice President, Second Vice President and Third Vice President of this Association and present them to the Board of Directors. The Board of Directors shall present the nominations to a plenary meeting of the Conference on or before the closing day thereof, at which time the election to the offices of President, First Vice President, Second Vice President and Third Vice President shall take place. Any member, delegate or representative entitled to vote shall be privileged to make a nomination from the floor. Nominations by the Board of Directors and from the floor shall conform to the requirements of Sec. 21 of Article V of these By-Laws.

"Not later than the first day of each Conference, a Nominating Committee of nine members shall be appointed by the Board of Directors, to be composed of three members from each of the three regions specified in Sec. 20 of Article IV of these By-Laws. Should it be impracticable or impossible, either because of insufficient attendance from any of said regions or because of other good or sufficient reasons, to so appoint nine members, additional members at large shall be appointed to the Nominating Committee by the Board of Directors so that the Committee shall be composed of nine members.

"At least forty-eight (48) hours before the convening of a Conference of this Association, and preferably at least sixty (60) days before it is convened, the President shall appoint a Resolutions and Bills Committee, which shall consider and edit resolutions and bills and prepare resolutions and bills on subjects for same, referred to it, and which shall report its recommendations with reference to such resolutions and bills at a plenary meeting of the Conference on or before the closing day thereof.

"A meeting of the Resolutions and Bills Committee shall be held on the day prior to that on which the Conference is convened or on the day upon which it is convened, at such time and place as may be designated by the President or Chairman of the Committee. Notice of the time and place of the committee meeting shall be given to the members or to their delegates or proxies, by mail or by posting of a notice in the hotel or other place in which the Conference is to be held or in such other manner as may be practicable, but the failure of a member, its delegate or proxy holder to receive actual notice of the meeting of the committee shall not invalidate the committee meeting or any action taken thereat.

"If any person appointed by the President to the Committee fails to attend a meeting of the Committee, the President may, in his discretion, appoint another person in his place.

"So far as practicable, no other committee meetings or business functions shall be scheduled to be held at the same time as the meeting of the Resolutions and Bills Committee. The members of the Association shall be encouraged to attend the meeting of the Resolutions and Bills Committee and to express their views upon any

subject under consideration by the Committee.

"All resolutions and bills to be proposed by any member shall be submitted to the Resolutions and Bills Committee either at or prior to the committee meeting in writing in the form in which the sponsor desires to have them adopted. The Committee shall consider all such resolutions and bills, and shall make a report to the Conference, stating with respect to each resolution and bill, whether the Committee recommends its adoption, or recommends its adoption with amendments, or recommends against its adoption, or makes no recommendation with respect thereto. In addition, the report of the Committee shall contain any resolutions proposed or originated by the Committee itself.

"Members, delegates, proxy holders or representatives shall have the right to appear at the meeting of the Resolutions and Bills Committee and to acquaint the Committee with their views as to any proposed resolutions or bills.

"The Resolutions and Bills Committee shall prepare its report and recommendations as promptly as practicable following its meeting, and the Secretary General shall cause a copy thereof to be posted at a place convenient and accessible to delegates, representatives and proxy holders, and if practicable, shall provide additional copies for distribution to them.

"No resolution or bill shall be moved, voted upon or adopted at the Conference except the following:

(a) Resolutions and bills recommended by the Resolutions and Bills Committee for adoption; or

(b) Resolutions and bills submitted to the Resolutions and Bills Committee at or prior to its meeting, but not recommended by the Committee for adoption; or

(c) Motions to amend the foregoing, which must be strictly confined to the same subject matter as the resolution or bill to be amended.

"The report of the Resolutions and Bills Committee shall first be received and any resolutions or bills recommended by the Committee shall be voted upon. Thereafter, motions may be made from the floor to adopt resolutions and bills submitted to the Committee at or prior to its meeting, but not recommended by it.

"The foregoing provisions shall not apply to motions to recess or adjourn, to motions for closure, to go into Committee of the Whole or into executive session, to resolutions of condolence or appreciation, or to other motions relating to procedure or the method of conducting business.

"In the event that any matter shall arise subsequent to the meeting of the Resolutions and Bills Committee and prior to the adjournment of the Conference which requires action by the membership, and such action cannot be delayed until a vote by correspondence can be taken pursuant to Sec. 39 of these By-Laws, then the foregoing provisions of this Sec. 37 restricting those resolutions and bills which may be moved, voted upon or adopted may be suspended by a two-thirds vote of the Regular Members present and voting at the Conference, and in such event a resolution or bill proposing such action may be moved from the floor, voted upon and adopted without being referred to the Resolutions and Bills Committee.

"A Credentials Committee, which shall have the power and duty to consider and determine the authority

**(Continued on next page bottom)**

# New Membership Dues Structure —Amending Sec. 5, By-Laws—

*As the IAPH members were pre-noticed through the January edition, we announce, in this edition, the full text of the Bill of amendment to Section 5 of the By-Laws, which was approved to go on the agenda of the 9th Conference by the Board of Directors at a meeting by correspondence on December 25, 1974, as follows.*

*As it is self-explanatory in the contents of the Bill, the aim of the amendment is to achieve the self-supporting of this Association, by amending the Regular Members Dues Scheme fundamentally. In this connection we also introduce the full text of the recommendation adopted and submitted to the Executive Committee by the Finance Committee at the Auckland meeting in March 1974 as follows. (K.Y.)*

## A BILL TO AMEND SECTION 5 OF THE BY-LAWS

BE IT ENACTED by The International Association of Ports and Harbors in a Conference assembled at Singapore on the \_\_\_ day of March, 1975, that Section 5 of the By-Laws shall be and the same is hereby amended to read as follows to become effective on and after January 1st, 1976:

### "Membership Dues

"Sec. 5. Membership dues of the Association shall be as follows:

"Each Regular Member shall pay membership dues of U.S. \$500.00 per annum per subscribed membership

of a delegate to exercise the privileges of a member at a Conference of this Association and the authority of a person to act as a member of the Board of Directors. Not later than the first day of each Conference, each member shall submit to the Credentials Committee the name of the delegate authorized to exercise the privileges of its membership and no delegate shall be entitled to exercise such privileges until such information has been submitted to and approved by the Credentials Committee.

"A Ways and Means Committee, which shall check and consider the budgets and inspect the statement of accounts, and which shall report its recommendations to a plenary meeting of the Conference on or before the closing day thereof.

"An Honorary Membership Committee, which shall consider and report to a plenary meeting of the Conference the names of individuals (including those proposed by the Board of Directors) who have rendered meritorious services in the field of port and harbor administration or development, and who it recommends be elected Honorary Members of this Association.

"The Board of Directors shall have the power to provide for and prescribe the powers and duties of such additional Conference Committees as it may deem necessary or advisable, or as may be determined by the members at any Conference. The members of such committees shall be appointed by the President."

unit.

"Each Regular Member shall subscribe to the number of membership units based upon the annual tonnage handled by that member as shown in the following table:

Tonnage	Number of Membership Units
Less than 1,000,000	1
1,000,000 or more but less than 2,000,000	2
2,000,000 or more but less than 5,000,000	3
5,000,000 or more but less than 10,000,000	4
10,000,000 or more but less than 20,000,000	5
20,000,000 or more but less than 40,000,000	6
40,000,000 or more but less than 70,000,000	7
70,000,000 or more	8

"For the purposes of this section, the term 'tonnage handled' shall be deemed to mean the cargo tonnage in metric tons which passed in and out of the member's port or the port's boundaries, whether ocean going, coastwise, or by lake, river or canal. Such tonnage shall be calculated on the weighted formula of 100% for general cargo and 20% for dry and liquid bulk cargo.

"Notwithstanding the foregoing, those Regular Members consisting of public and governmental agencies, of whatever kind, performing purely governmental functions and not charged with any duties relating to the operation of the port, shall not be subject to membership dues based upon tonnage handled and shall instead pay membership dues of U.S. \$500.00 per annum per subscribed membership unit.

"Regular Members and Associate Members shall have the privilege of subscribing for any number of membership units.

"Class A Category One Associate Members whose annual gross sales are U.S. \$5,000,000.00 or more shall pay membership dues of U.S. \$420.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$2,500,000.00 but less than U.S. \$5,000,000.00 shall pay membership dues of U.S. \$280.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$2,500,000.00 or less shall pay membership dues of U.S. \$140.00 per annum per subscribed membership unit.

"Class A Category Two Associate Members whose annual gross sales are U.S. \$2,500,000.00 or more shall pay membership dues of U.S. \$420.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$1,500,000.00 but less than U.S. \$2,500,000.00 shall pay membership dues of U.S. \$280.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$1,500,000.00 or less shall pay membership dues of U.S. \$140.00 per annum per subscribed membership unit.

"Class A Category Three Associate Members whose annual gross sales are U.S. \$500,000.00 or more shall pay membership dues of U.S. \$420.00 per annum per

subscribed membership unit; those whose annual gross sales are more than U.S. \$250,000.00 but less than U.S. \$500,000.00 shall pay membership dues of U.S. \$280.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$250,000.00 or less shall pay membership dues of U.S. \$140.00 per annum per subscribed membership unit.

"Class B and Class C Associate Members shall pay membership dues of U.S. \$420.00 per annum per subscribed membership unit.

"Class D Associate Members shall pay membership dues of U.S. \$70.00 per annum per subscribed membership unit.

"Class E Associate Members shall pay membership dues of U.S. \$50.00 per annum per subscribed membership unit.

"Any individual who held the status of Life Supporting Member as of the 12th day of June, 1971 and who had paid the sum of U.S. \$150.00 or more per subscribed membership unit shall retain such status and not be subject to the payment of further annual dues.

"Honorary Members shall have the privilege of attending Conferences but shall not be required to pay membership dues."

**THE WAYS AND MEANS COMMITTEE, HAVING MET IN AUCKLAND, NEW ZEALAND ON THE 25th AND 26th MARCH, 1974, MAKES THE FOLLOWING RECOMMENDATIONS TO THE EXECUTIVE COMMITTEE OF THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBOURS**

Pursuant to Resolution No 3 of the 8th Conference in Amsterdam, which stipulated the intention of the Association to become self-supporting at the earliest practicable time, the Ways and Means Committee has conducted quite an intensive deliberation and is pleased to make the following recommendations to the Executive Committee.

**Target of date to achieve Self-Sufficiency of the Association**

To achieve self-sufficiency at the earliest practicable date, a substantial increase in dues is necessary and it is generally thought that a gradual approach to that goal is desirable. Therefore, taking into consideration the existence of the IAPH Head Office Maintenance Foundation as a buffer measure, we are of the opinion that the introduction of a new dues structure to equitably distribute the burden among the regular membership, must be given first priority and that we should then proceed to determine the proper level of expense of the Head Office and an increase in the unit rate of dues.

We recommend that the first step of the new dues structure should be taken up at the Ninth Conference to be held at Singapore and the second step should be taken at the Tenth Conference to be held at Houston, Texas; so that the self-sufficiency will be attained by January 1, 1978.

**New Dues Structure for Port Members**

After lengthy deliberation, we have reached the following recommendation as for distribution of units by the size of Port membership:

Annual "tonnage handled"		dues by units
Less than	1,000,000	1
1,000,000 or more but less than	2,000,000	2
2,000,000 or more but less than	5,000,000	3
5,000,000 or more but less than	10,000,000	4
10,000,000 or more but less than	20,000,000	5
20,000,000 or more but less than	40,000,000	6
40,000,000 or more but less than	70,000,000	7
70,000,000 or more		8

The tonnage in this table means:

That the tonnage handled is the cargo tonnage in metric tons which passed in and out the members Port or Port's boundaries whether ocean going, coastwise, or by lake, river or canal and also that the tonnage should be calculated on the weighted formula of 100% for general cargo tons and 20% for bulk, (dry and liquid), cargoes.

**Dues for Non-Port Members**

There are two kinds of non-port members. One is the so called grandfather right regular member and the other is an organisation which has purely Governmental functions without having any operational duties such as Port Bureau of a central Government. It is obvious that for those regular members the idea of tonnage handled cannot apply, therefore, it is recommended that dues units for those members should be kept as it is.

**Revision of Unit Rate**

To ease the striking impact expected at the final stage of achieving self-sufficiency, this Committee recommends that the unit rate of Regular Members be revised from the present U.S.\$350 to U.S.\$500, at the Singapore Conference, after careful and thorough investigation. At that time the dues of the associate members should also be increased proportionately.

**Division of Responsibility between Host Port and the Head Office on the Biennial Conference of IAPH**

The Committee read through the paper presented by Mr. Akiyama under the same title and generally felt that there is no objection to continue the policy which has been followed in the past.

**Creation of Finance Committee**

At the joint meeting with the Special Review Committee on Constitution and By-Laws, we concurred that the establishment of the said Committee and abolition of the Ways and Means Committee.

**Treatment of Non-Reporting members**

Usually there are about 30 to 40 per cent non-reporting members to the questionnaire issued by the Head Office, therefore in case the tonnage handled is not reported the Secretary General shall make an estimate of his tonnage traffic with due consultation with the most appropriate adjacent member, and let the member prove if the tonnage is reasonably accurate.

**The measure to meet unexpected shortage of funds**

It is generally felt by the Committee that some measure to meet unexpected shortages of funds caused by unexpected fluctuations of economic situation, some measure like buffer capital or special dues system, must be considered at the final stage of achieving self-sufficiency.



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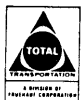
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# Mr. Smith's Special Report on IMCO

*Mr. A.J. Smith, IAPH Liaison Officer with IMCO, kindly provided us with his own well-condensed reports on the recent meetings of the Council and the Maritime Safety Committee.*

*The following is the full texts of his reports, which, we think, will contribute to the future discussions among participants on how IAPH should deal with IMCO-related affairs at the forth-coming Singapore Conference. (K.Y.)*

## COUNCIL

The Thirty-third Session of the IMCO Council took place on the 1st and 2nd October, 1974.

Principally, discussions centred on the work of subordinate Committees and approval for actions were given where appropriate. Some decisions on staff and organisational matters were also taken.

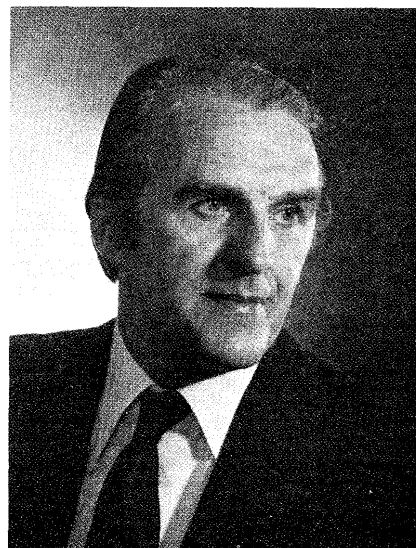
The attention of I.A.P.H. members is drawn however to a proposal by the USSR delegation for the elaboration and subsequent adoption within IMCO of a Convention on the regime of ships in foreign ports. All delegations welcomed and supported this initiative and agreed that the Legal Facilitation Committees should consider it and report well in advance of the next session of Council. In regard to the proposal, Council noted that the Committee on Shipping of UNCTAD were studying the treatment given to foreign merchant vessels in ports. It is understood however, that there will be no duplication or conflict of work on this matter between IMCO and UNCTAD as the former was concerned with administrative matters, customs, boundaries and phytosanitary regulations whilst the latter is related to economic affairs such as the commercial and financial aspects of port calls, dues, charges and the like, loading, unloading and towing.

## MARITIME SAFETY COMMITTEE

The Thirty-first Session was held on 3rd and 4th October, 1974.

Continuing consideration was given to aspects of the Bulk Chemical Code, the Gas Carrier Code, to safety requirements for Special Purpose Ships and Ship-borne Barges and to a number of other matters of only general interest to port authorities. Of especial interest to ports however were discussions on the use of the standard marine navigational vocabulary in the preparation of which the Association had played an important part. The Committee has invited all Member Governments to conduct trials concerning its use. I.A.P.H. has been asked specifically to test it within its sector of interest and the attention of members is therefore drawn to the full vocabulary set out in the June, 1974 issue of "Ports and Harbours."

I.A.P.H. members will also be interested in the observation of some delegations that the International Convention for Tonnage Measurement of Ships, 1969, should come into force as soon as possible to avoid for safety reasons, ship construction leading to the anomaly of a small gross tonnage and a high deadweight tonnage in a single vessel. It appears that Convention acceptances by only another 7



Mr. A.J. Smith.

States with only a low percentage of the world's fleet were still needed to bring it into force and Governments were urged to do so without delay.

# Report on the Legal Committee's Meeting, IMCO

## —IAPH Proposal on Wreck Removal—

By Mr. A. Pages

### Chairman of the Special Committee on Legal Protection of Navigable Waterways

*As announced in the November 1974 edition, Mr. Andre Pages, who initiated the IAPH Proposal on Wreck Removal to IMCO, attended in company with Mr. A.J. Smith, BPA, the 24th session of the Legal Committee, IMCO, which was held in London in November, 1974.*

*The following is the full text of Mr. Pages' letter and report on the above session, the further details of which, we expect, will be verbally reported by himself preceding discussions among the participants at the forthcoming Singapore Conference. (K. Y.)*

Dear Dr. Sato,

22nd. November, 1974.

#### I.M.C.O. —24th. Session (11/15 November, 1974) of the Legal Committee

Will you please find here enclosed, the report of the 24th. Session of the Legal Committee, which was held this month, at I.M.C.O. Headquarters.

May I suggest:

- if you think it advisable, that this report be published in "Ports and Harbours".
- that I.A.P.H. members be asked to contact their respective governments, concerning the questions which are included in the agenda of the Legal Committee for its next session, i.e. the Limitation of Liability of ship owners (25th. Session), Wreck Removal and the Regime of Vessels in Foreign Ports (26th. Session).
- that the opportunity of a short discussion on the project on the Regime of Vessels in Foreign Ports, be included in the agenda of the Singapore Conference.

Yours sincerely,  
A. Pages.

#### 24th. Session of the Legal Committee of I.M.C.O.

11–15 November, 1974.

The 24th Session of the Legal Committee of I.M.C.O. was attended on behalf of I.A.P.H., by;  
Mr. Pages, Chairman of the Special Committee on Legal Protection of Navigable waterways,  
Mr. Frappé, of the Port of Dunkirk Authority,  
Mr. Smith, Permanent Liaison Officer of I.A.P.H. to I.M.C.O.

1. First, the Legal Committee examined the draft Internal

and Personnel Regulations of the Compensation Fund, which is to be established, pursuant to the 1969 Convention on Civil Liability for Oil Pollution Damage. Then, it held a general discussion on the planned Convention on Wreck Removal.

As I.A.P.H. had already pointed out to I.M.C.O., the Committee acknowledged, that most wrecks, which pose a hazard to navigation, are situated near the coastlines (and, as we may add, in the vicinity of harbours, and in their waterways).

To be workable, any convention on the matter should have the widest possible geographical scope. But the regime relating to wrecks located in waters within the jurisdiction of States is already covered by many different legislations; whereas from the mere legal point of view, it would have been easier, as a first step, to work out a convention limited to high seas.

The committee decided to put off its study until its 26th. session (7/11 April, 1975). Meanwhile, Governments would be invited to consider:

- whether they felt that the time was ripe for preparing a Convention with a wide geographical scope.
- whether all related issues of cost allocation, legal and financial liability, would figure in the treaty, in addition to basic safety considerations (such as locating, signalling and removing the wreck).
- whether priority should be ascribed to this subject, in view of the diplomatic conference to deal with this subject, in 1976.

It is suggested to members of I.A.P.H. that they get in touch with their respective governments, before the 26th. Session of the Committee and, if they think it necessary, emphasize to them the urgency of a Convention on the matter with the largest geographical scope.

3. The committee decided to devote its 25th. Session (20/24 January, 1975) to a consideration of a review of the 1957 Convention, relating to the limitation of the liability of the owners of sea going vessels.

It will be recalled, that I.A.P.H. passed a resolution on this very important question, at its 1973 Amsterdam Conference and that this resolution has held the attention of I.M.C.O. and may be of some account in its final decision.

4. The Legal Committee has agreed that its agenda for the 26th. Session, (7/11 April, 1975), should also include the consideration of a draft convention on the regime of vessels in Foreign Ports.

This project mainly concerns the Governments and Public Authorities (Customs, Immigration, Health, Justice . . . ).

It may also prove of some importance to Port Authorities, with such items as:

- exclusive right, of the Coastal State, to declare its ports open to foreign vessels.
- exemption of port dues in case of emergency entries.
- Civil jurisdiction, settlement of disputes incurred as a result of the navigation and stay of vessels in foreign ports, provisions for compensation to satisfy claims, whether the vessels belong to private shipping companies or to States.

It would be advisable that I.A.P.H. make use of its near Singapore Conference, in order to be able to express its view on the matter, to I.M.C.O.

# IMCO Reports on Wreck Removal, Regime of Vessels in Foreign Ports and Marine Environment Protection

*By Mr. A.J. Smith, Secretary, British Ports Association, who covered the 24th Session of the Legal Committee, IMCO, in company with Mr. A. Pages, provided us with his own reports on the Session and on the 2nd Session of the Marine Environment Protection Committee.*

*In his reports, he drew our attention to a U.S.S.R. proposal on an international convention of the regime of vessels in foreign ports and further stressed that a relevant proposal was also under consideration by UNCTAD.*

*We are pleased to introduce the full text of Mr. Smith's reports, and reproduction of IMCO document CXXX111/14/1 23 August, 1974, in relation to the U.S.S.R. proposal as follows. (K.Y.)*

## REPORT

### The Twenty-Fourth Session of the Legal Committee

I.A.P.H. was represented at this Session, from 11th to 15th November, by Mr. A. Pages, Mr. P. Frappe and your reporter.

The Session was a disappointment in that the subjects which were of especial interest to port authorities were given only cursory attention, fuller discussions being deferred until a future meeting.

A substantial part of the Session was devoted to consideration of the Regulations of the International Fund for Compensation for Oil Pollution Damage. Specifically, draft internal and personnel regulations were examined in detail.

Only a very limited time, however, was available for discussion of an item on Wreck Removal and Related Issues, a matter considered by I.A.P.H. to have a special significance and importance for its members. This discussion was, nevertheless, significant.

From information obtained by IMCO from Member Governments it is clear that the major problems posed by wrecks to the safety of navigation, occur in areas relatively near the coastline. Consequently, a convention on wreck removal and related issues must, if it is to be taken seriously, be applied in the widest geographical terms and not solely to the high seas. Further, if international law is needed to deal with the practicalities of locating, marking and removing wrecks, bearing in mind the legal and financial obligations which are entailed, it will have to be applied uniformly in those areas where wrecks pose the most serious problems. Harmonisation of national laws, however, having regard to the special interests of States, is clearly a matter on which the Committee was not prepared to express an opinion at this time. It has therefore been decided that Member Governments should be invited to consider whether the time is ripe for preparing a convention on wreck removal and related issues with a wide geographical scope of application.

Member Governments should also consider whether issues of cost allocation, legal and financial liability, environmental hazard, settlement of dispute etc should also

be brought into the treaty and whether this is, in fact, to be considered a matter of sufficient priority to merit a diplomatic conference to deal with it in 1976.

Responses from Member Governments will be considered by the Committee during the Twenty-sixth Session in the week of 7th–11th April, 1975.

The Twenty-sixth Session will also consider recommendations to Council on possible work on a Convention on the Regime of Vessels in Foreign Ports. The proposal for such a convention was made, in the first instance, by the U.S.S.R. to Council and was warmly supported by other delegates. It is necessary however for the closest scrutiny to be given to the terms of the proposal both by Member Governments and, in my judgment, the member ports of I.A.P.H. It is hoped that the proposed convention will be published for the ease of reference of members and that members will send their views on it to the I.A.P.H. Secretariat for collation and subsequent action.

5th December, 1974

## REPORT

### The Second Session of the Marine Environment Protection Committee

The Second Session was held in London, from 18th to 22nd November, 1974 and your representatives were Captains R.L. Collins, D. Drakley, P.A. Leighton and your reporter.

From the two meetings of this Committee which have so far taken place it is evident that its work programme will be heavy. Consequently, the inclusion on the agenda of any matter will clearly depend on the pressure for so doing brought by the delegations. It is imperative therefore that marine environmental matters which are of direct importance to I.A.P.H. members and on which an agreed line can be established, and which, in the view of I.A.P.H., merit discussion in the international forum, should not only be the subject of Resolutions from I.A.P.H. to I.M.C.O. but should also be taken up at local level by I.A.P.H. members with their respective Governments.

It will be appreciated that a major portion of discussion time is devoted by the Committee to matters with a purely shipping connotation; it is hoped, however, that this report and those to follow will give I.A.P.H. members some insight into the Committee's thinking on items which are of specific interest to port authorities.

It is interesting to note that, as yet, no State has ratified the 1973 Marine Pollution Convention and that even the 1969 Amendments to the 1954 Oil Pollution Convention, which could make a major contribution towards the elimination of oil pollution from ships, still require a substantial number of acceptances to bring them into force.

Reception facilities in ports are being examined in detail both nationally and internationally. Studies on the technological economic and other implications of providing

facilities to accord with the requirements of the 1973 Convention have been initiated by Governments and the results of such studies will be conveyed to the Committee in due course. Progress reports will be made by delegations to the next Session.

An approach to the study of the reception facilities problem suggested by one delegation commends itself to members. They should:

- (a) Develop effluent limitation guidelines and standards of performance designed to achieve the best practical control and waste treatment methods;
- (b) determine the volume of wastes being generated by terminals and shipyards and the capacity of reception facilities required to handle these volumes;
- (c) prepare an inventory of existing reception facilities;
- (d) determine where needs in ports and shipyards are not being met, thus identifying inadequacies which should be corrected.

The Committee hopes to be able to prepare guidelines to assist developing countries in taking the steps necessary to implement the 1973 Convention. In this regard, the Secretary-General of IMCO has advised that requests which might be made by Governments for technical assistance in respect of the provision of reception facilities would be dealt with through the United Nations Development Programme.

Consideration of the development of a standard method of identification of the source of discharged oil has been deferred until the Third Session, by which time it is hoped that the results of the work being carried out in Japan on the use of ultra fine particles of ferromagnetic ferrite as a "tagging" material, and in Sweden, will have been assessed.

Ports will welcome the Committee's preparatory work on the publication of a comprehensive oil pollution manual. Member Governments have been asked to comment on a draft of the Prevention section of the manual, prepared by the U.K. Government by the end of February, 1975 and I.A.P.H. members may well wish to examine and comment upon the copy of the draft held by their respective Governments.

I.A.P.H. is expressly interested in the Committee's proposal to hold a technical symposium on prevention of marine pollution from ships. It has now been agreed that the Symposium will be held in Mexico during the first quarter of 1976 and will be about 10 days duration.

Member Governments have all supported the idea of a Symposium though it has been stressed that it should not be a cause of delay in ratifying the 1973 Convention but instead assist in speeding up the process of ratification.

An Organising Committee has been given a degree of flexibility in organising the Symposium and in preparing the final text of discussion topics. A report on the progress of its work will be submitted to the next Session which will take place in London during the period 23rd to 27th June, 1975.

5th December, 1974

## SUPPLEMENTARY AGENDA ITEMS

### PROPOSAL ON AN INTERNATIONAL CONVENTION ON THE REGIME OF VESSELS IN FOREIGN PORTS

Note by the Government of the  
Union of Soviet Socialist Republic

1. Realization of international navigation is indissolubly connected with calls and stay of vessels in foreign ports. Conditions of such a stay tell quite considerably on general development of international navigation.
2. By virtue of one of the basic principles of international law—the principle of respect for the sovereignty of a State—a vessel in a foreign port shall comply with the laws and regulations of the Coastal State, particularly with respect to its border and custom regulations.
3. In accordance with present practice a Coastal State will not intervene in the business of a foreign vessel and its jurisdiction with regard to it, unless actions by the vessel or persons on board are contrary to the interests of this State or unless the master or the consul of the State whose flag the vessel flies request such intervention.
4. With regard to foreign vessels in territorial seas this provision is laid down in the Geneva Convention on the Territorial Sea and Contiguous Zone of 29 February, 1958 (Articles 19 and 20); with regard to foreign vessels in internal sea waters including those of ports, customary law and local jurisdiction as well as provisions of bilateral agreements are in force at present. However, the absence of clear norms laid down in a multilateral convention and regulating the regime of stay of vessels in foreign ports often leads to unnecessary complications in the relations between the master of a vessel and local authorities.
5. The above mentioned circumstances as well as the international character of maritime navigation demand, in the opinion of the Government of the USSR, consideration and subsequent adoption of a multilateral convention which should regulate clearly the rights and obligations of Coastal States with respect to foreign vessels in their ports and the relations between masters and local authorities and would enhance the respect for the flag of the vessel, honour and dignity of the master and members of the crew.
6. Consideration and subsequent adoption of an international convention on the regime of vessels in foreign ports would fully correspond to the provisions of Article 1 of the IMCO Convention with regard to international co-operation in the field of navigation as well as to the provisions of Article 1 of the Convention on Facilitation of International Maritime Traffic, 1965 with regard to obligations of States "to take all appropriate measures to facilitate and expedite international maritime traffic and to prevent unnecessary delays to ships and to persons and property on board".
7. The adoption of such convention would not only considerably promote the development of navigation but also the further expansion of commercial trade between nations and elimination of causes for misunderstanding and conflicts in the relations between the master of a foreign vessel and local port authorities.
8. Taking the above into account, the Government of the USSR, in accordance with relevant rules of the IMCO Council's Rules of Procedure, proposes to include in the provisional Agenda for the thirty-third session of the Council the question of consideration and subsequent adoption of a draft Convention on the Regime of Vessels in



Foreign Ports. A draft text of such Convention, which might serve as a basis for discussion, is attached.

## ANNEX

### INTERNATIONAL CONVENTION ON THE REGIME OF VESSELS IN FOREIGN PORTS

The Contracting States,

Taking into account the development of international navigation and its importance for the expansion of trade relations and international co-operation of States;

Aware of the role of international navigation in the exploration and exploitation of the World Ocean and its resources for the benefit and in the interests of the entire mankind;

Bearing in mind in this connection the importance of ensuring appropriate and favourable conditions for the stay of vessels in foreign ports and being desirous to prevent possible complications which such a stay could entail;

Confirming at the same time the need to respect the sovereignty of the State to which the port belongs;

Wishing to establish rules designed to regulate in every possible way the relations between the local authorities and the masters of vessels;

Have decided to conclude an International Convention on the Regime of Vessels in Foreign Ports and for this purpose have agreed as follows:

#### Article 1

In the context of this Convention, the terms introduced hereunder have the following meaning:

“Vessel”—means a vessel of any type, tonnage and purpose, other than a warship in the sense of Article 8 of the Convention on the High Seas of April 29, 1958, which is operated in the marine environment, including hydrofoil vessels, air cushion vessels, submarine vessels as well as floating platforms and facilities;

“Port”—means any port (harbour, bay, roadstead or other similar place open to the sea) under the sovereignty and jurisdiction of a Contracting State open to the entry of foreign vessels and equipped for receiving vessels, loading and unloading cargoes, embarking and disembarking passengers, supplying or repairing vessels and other operations necessary for the servicing of vessels;

“Coastal state”—means a Contracting State under whose sovereignty or jurisdiction the port is;

“Local authorities”—means agencies of the coastal state or their representatives;

“Flag state”—means a Contracting State whose flag is flown by the vessel staying in a foreign port;

“Consular authorities”—means representatives of the consular authorities of the flag state;

“Organization”—means the Intergovernmental Maritime Consultative Organization.

#### Article 2

##### Obligations of the Contracting States

The Contracting States shall take within the framework of their legislation all the necessary measures to create favourable conditions for the entry and stay of foreign vessels in their ports.

#### Article 3

##### Admittance to ports

The coastal state shall have the exclusive right to declare the ports under its sovereignty or jurisdiction open to the entry of foreign vessels and to regulate such entry.

#### Article 4

##### Emergency entry

A vessel which is compelled to enter a port because of distress or the danger of distress, lack of stores of fuel, food or water or the need for emergency repairs to the vessel or rendering urgent medical aid to any person on board the vessel, shall observe the rules of stay established in the port for all other foreign vessels with the exception of paying taxes and port charges unless they are due for actual services rendered.

#### Article 5

##### Compliance with regulations established in the port Exemption from inspection

1. Subject to the provisions of this Convention, a vessel during its stay in a foreign port shall comply with the laws and regulations in force in the port with regard to fulfilling all duties relating to ensuring the security of the port and navigation in ports, customs, border, sanitary and veterinary regimes, pilotage, towing, anchoring and any other service, loading and unloading cargoes, embarking and disembarking passengers, supplies for the vessel and the people aboard, taxes and port charges, prevention of pollution of the sea waters and the coast.

2. With a view to exercising control over the observance of the provisions of paragraph 1 of this Article, the local authorities shall have the right, on notifying the master, to visit the vessel, to inspect it and to receive explanations from the master. The local authorities shall not, however, carry out inspection, including customs inspection, or search of the master's safe if the master gives formal assurances that the vessel complies with the provisions of paragraph 1 of this Article and that there are no objects in the safe which could be used in violation of the said provisions.

3. Other exemptions from the provisions of paragraph 1 of this Article can also be made in accordance with the terms of this Convention, or by agreement between the coastal state and the flag state, or under the legislation of the coastal state.

#### Article 6

##### Respect for the flag of the vessel, the honour and dignity of the master and members of the crew

The coastal state shall ensure due respect for the flag of the vessel, the honour and dignity of the master and members of the crew as well as other persons on board the vessel by any person under the jurisdiction of the state. In dealing with the vessel, its master and members of the crew as well as with other persons on board the vessel, and in taking measures in connection with visiting the vessel, the local authorities shall act within the framework of the relevant legislation in force in the coastal state, subject to the provisions of this Convention and the relevant legal procedures.

#### Article 7

The right of the vessel, the master, members of the crew and other persons to protection

The vessel, its master, members of the crew, as well as other persons and cargo on board shall enjoy the right to protection by the coastal state in accordance with the rules of international law governing the status of foreigners and foreign property. The coastal state shall ensure, as necessary, due protection of the vessel, its master, members of the crew as well as other persons, cargo and property on board against arbitrary, forcible or other illegal acts by persons under the jurisdiction of the coastal state.

#### Article 8

Refusal by the local authorities from intervention in respect of any matter occurring on board the vessel

1. The local authorities shall not in any way intervene in respect of any matter occurring on board the vessel, except at the request or with the consent of the master, or the competent diplomatic representatives, or the consular authorities and except in cases provided for by this Convention.

2. Offences committed on board the vessel which are only disciplinary misdemeanours and relate to the performance by seamen of their official duties shall be fully within the competence of the flag state.

3. The judicial authorities of the coastal state shall not entertain any civil proceedings arising out of a claim relating to a contract of service as member of the crew on board the vessel, except with the consent of the competent diplomatic representative or the consular authorities of the flag state.

#### Article 9

The limits of the rights of the local authorities in the event of intervention

In all cases of intervention the coastal state shall take all measures to ensure that the representatives of the local authorities do not exceed their powers and act strictly within the limits of the law, including cases where the master or members of the crew defy their legitimate orders. If such defiance may result in the detention of the vessel for further investigation, the local authorities, in effecting the detention, shall immediately so inform the consular authorities or other official representatives of the flag state or the owner of the vessel.

#### Article 10

Access to the vessel of persons other than the representatives of the local authorities

1. No person other than the representative of the local authorities shall be entitled to access to the vessel without the permission of the master or the member of the crew acting in his place. Any such person who has come on board the vessel without the above permission may be removed from the vessel by order of the master or the member of the crew acting in his place. At the request of the master the local authorities shall render him assistance in removing such persons.

2. Persons visiting the vessel with the permission of the master shall abide by the rules prescribed by the latter.

#### Article 11

Notification and participation of the consular authorities

1. Prior to intervening in any matter occurring on board the vessel with a view to detaining the vessel or arresting on board the vessel its master or a member of the crew, or a national of the flag state, or a national of a third state, the local authorities shall immediately so inform the consular authorities and facilitate the establishment of contacts between them and the master. Under the provisions of Article 5 of the Vienna Convention on Consular Relations of April 24, 1963, the consular authorities have the right to be present during the above actions, make appropriate records and take all the necessary steps within their competence. If special circumstances prevented the information to be transmitted to the consular authorities before the intervention, such information shall be transmitted to them within the shortest possible time after the intervention has taken place.

2. If there are no consular authorities in the port, the local authorities shall inform other official representatives of the flag state or the owner of the vessel of incidents referred to in paragraph 1 of this Article.

3. The provisions of paragraphs 1 and 2 of this Article shall not apply to access to the vessel for normal customs, border, sanitary and veterinary inspection subject to observance of the provisions of this Convention.

#### Article 12

Criminal jurisdiction

During its stay in a foreign port each vessel shall be subject to the criminal jurisdiction of the coastal state. However, such jurisdiction shall not be exercised over offences committed on board the vessel, except where:

- a) the offence disturbs the peace or the good order of the port; or
- b) the consequences of the offence extend beyond the vessel; or
- c) the offence is against some person other than the master or a member of the crew of the vessel; or
- d) a grave offence is committed; or
- e) the master of the vessel or the competent diplomatic representatives, or the consular authorities apply to the local authorities for intervention.

#### Article 13

Extradition of persons wanted by the authorities

1. Persons other than members of the crew who are subject to detention under the law of the coastal state shall not be admitted on board the vessel and shall be subject to extradition to the local authorities on their demand.

2. If the master of the vessel refuses to hand over to the local authorities a person whose extradition is requested, the local authorities shall have the right to arrest that person directly on board the vessel where the person is taking refuge.

#### Article 14

Civil jurisdiction

1. During its stay in a foreign port the vessel shall be subject to the civil jurisdiction of the coastal state. However, such jurisdiction shall not apply, except in civil cases involving:

a) the interests of the coastal state or its juridical or natural persons; or

b) obligations or liabilities assumed or incurred exclusively as a result of the navigation and stay of the vessel in the waters of the coastal state concerned; or

c) persons on board the vessel other than its master, members of the crew or the owner of the vessel.

2. Disputes as regards the liabilities incurred as a result of the navigation and stay of vessels in the waters of the coastal state concerned, if the subject matter of the dispute does not affect the interests of the coastal state, its juridical or natural persons, may be dealt with at the place of the incident unless a treaty between the states under whose flags the vessels navigate or an agreement between the parties to the dispute provide otherwise.

3. Each Contracting State shall provide compensation to satisfy claims arising out of decisions rendered by a court of another Contracting State in civil proceedings relating to:

a) the use of a vessel owned or operated or fully chartered by the former Contracting State; or

b) the transportation of passengers or cargoes by such a vessel.

4. A vessel belonging to a Contracting State shall not be arrested in the territory of another Contracting State in connection with any civil proceedings referred to in paragraph 3 above. This provision shall apply only if the defendant designates his representative in the territory of the latter Contracting State in the civil proceedings in question; agreements between Contracting States may provide for another procedure for dealing with civil matters.

#### Article 15

##### Civil status registration

1. Civil status registration in respect of persons on board the vessel shall be performed by the local authorities on board the vessel or ashore according to the forms established by the law of the coastal state.

2. The provisions of paragraph 1 of this Article shall not apply if under the law of the flag state civil status registration in respect of members of the crew or nationals of the flag state on board the vessel is performed by the master of the vessel.

3. The consular authorities shall be duly informed of any civil status registration performed by the local authorities.

#### Article 16

##### The right of pursuit

In respect of a vessel which has left a port to avoid the application to the vessel or to the cargo or persons aboard by the coastal state of appropriate measures for the violation of the law of that state, the right of pursuit may only be exercised in conformity with the terms and procedures as provided by the existing rules of international law.

#### Article 17

##### Implementation of the Convention

The Contracting States shall take the necessary measures to ensure that their legislation should conform to the provisions of this Convention.

#### Article 18

##### Relation to other agreements

The provisions of this Convention do not prejudice the conventions or other international agreements to which the Contracting States are parties.

#### Article 19

##### Parties to the Convention

1. This Convention shall be open for signature to any state at the headquarters of the Organization from \_\_\_\_\_ 197\_\_ to \_\_\_\_\_ 197\_\_ and subsequently it shall be open for accession.

2. Any state may become a party to this Convention by:

a) signing it without a reservation as to ratification, acceptance or approval; or

b) signing it with a reservation as to ratification, acceptance or approval with subsequent ratification, acceptance or approval; or

c) acceding to it.

3. Ratification, acceptance, approval or accession shall be effected by deposit of an appropriate instrument with the Secretary-General of the Organization, who shall act as depositary of this Convention and who, in particular, shall inform all signatory and acceding states of each signature or deposit of each instrument of ratification, acceptance, approval or accession thereto.

#### Article 20

##### Entry into force

1. This Convention shall enter into force on the thirtieth day following the date of deposit with the Secretary-General of the Organization of the tenth instrument of ratification, acceptance, approval or accession.

2. For each state whose instrument of ratification, acceptance, approval or accession is deposited after the entry into force of this Convention in accordance with paragraph 1 of this Article the Convention shall enter into force on the thirtieth day following the deposit by the State of its instrument of ratification, acceptance, approval or accession.

3. The Organization shall inform the states signatory or acceding to this Convention of the date of the entry into force of this Convention.

#### Article 21

##### Deposit and registration

1. This Convention shall be deposited with the Secretary-General of the Organization who shall transmit its certified copies to all Contracting States.

2. Upon entry into force of this Convention, the Secretary-General of the Organization shall transmit its text to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

#### Article 22

##### Languages

This Convention is done in one copy in the English, Spanish, Russian and French languages, each being equally authentic.

Done at \_\_\_\_\_ one thousand nine hundred and seventy- \_\_\_\_\_.

## UNCTAD Programme for 1975

*To obtain UNCTAD's Programme for next year in advance is difficult due deservedly to the nature of this international governmental organization. It was only in the April edition of this journal that we were able to introduce the Programme for 1974.*

*Despite such circumstances, Mr. John Lunch kindly took the trouble of drafting and sending us his own message in this respect. We are pleased to publish the full text of his message in this edition. (K.Y.)*

**A Report by Mr. John Lunch, Director-General,  
Port of London Authority and Liaison Officer for  
IAPH with UNCTAD**

Following my appointment on 26th October 1973, as IAPH Liaison Officer with UNCTAD, I have ensured that IAPH has been represented on two important UNCTAD meetings that have been of concern to members. These were the Conference on a Code of Conduct for Liner Conferences and the Committee on Shipping. Full reports of these meetings have appeared in "Ports & Harbors" magazine and I hope that these have kept members informed of those UNCTAD proceedings that are likely to affect them.

Arising out of these Conferences and from the experience we have gained by attending them the following points have emerged:—

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

The UNCTAD programme for 1975 is not yet available in detail but will again include items of particular concern to IAPH. These are:—

- 1) Working Group on International Shipping Legislation from 26th January to 7th February 1975.
- 2) Third Session of the Intergovernmental Preparatory Group on a Convention of International Intermodal Transport from 25th August to 12th September 1975
- 3) Committee on Shipping from 17th to 28th November 1975

I will ensure that IAPH are represented at these meetings and that members are informed of the outcome through "Ports & Harbors" magazine. I believe that IAPH has a vital role to play in international maritime and port matters and it is my aim to see that their voice is heard at those important international conferences where their knowledge and experience will make a positive contribution to the discussions.

## UNCTAD's Request on ISO

This is to invite the attention of all IAPH members to the subject of the international standardization of freight containers and relevant affairs and ask for comments by IAPH members on these questions under the authorization of President Vleugels, Mr. Lunch, Liaison Officer with UNCTAD and Mr. Nutter, Chairman of Special Committee on Containerization and Barge Carriers.

Mr. Gamani Corea, Secretary-General, UNCTAD, stated in his letter to us of November 26, 1974, Ref. No. TD510/2 (i-i), as follows. (paragraphs in bold type)

Pursuant to decision 6 (LVI) of the Economic and Social Council and decision 118 (XIV) of the Trade and Development Board an expert group is to be set up by the Secretary-General of UNCTAD in order to prepare a report within the terms of reference given in the Economic and Social Council decision. For ease of reference copies of the two decisions are enclosed.

The Expert Group should complete its work in the first half of 1976. In the second half of 1976 an ad hoc intergovernmental group will be established, as recommended in the Economic and Social Council decision.

The Trade and Development Board, in its decision 118 (XIV), requested me to enlist the co-operation of the Department of Economic and Social Affairs of the United Nations, the regional economic commissions and other appropriate regional bodies, and other interested international organizations, in particular the International Civil Aviation Organization, the Inter-Governmental Maritime Consultative Organization and the International Organization for Standardization.

I am pleased, therefore, to invite the full co-operation of your organization in this task. In particular, the UNCTAD secretariat, would welcome a paper prepared by your organization containing any relevant information it may be able to provide and its views on the following points:

1. The work done by the International Organization for Standardization on freight containers;
2. The work done by the International Organization for Standardization on pallets, packaging, handling equipment and transport equipment in so far as they relate to freight containers, including aspects concerning interrelated dimensions of containers;
3. The impact of standardization in the field of container transport on the economies and transport conditions and requirements of (a) developed countries; and, in particular, (b) developing countries;
4. The practicability and desirability of eventually drafting an international agreement on container standards, in the light of the conclusions reached in relation to point 3 above;
5. Other possible future action to be taken in the overall field of international standardization concerning multimodal transport of goods, with a view to identifying specific areas which may require particular attention at the international level in the forthcoming years.

It would undoubtedly prove of great value to the experts, in the preparation of their report, if they had the  
(Continued on next page bottom)

# More Replies to Questionnaire on Bulbous Bows Vessels

Head Office received more replies to the Questionnaire since the closing the edition of the January issue as follows:  
[Question 1]

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

risks?

[Question 2]

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

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## Port names and Answers to Question 1

## Answers to Question 2

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### 16. Port of Amsterdam

We have not yet been faced with problems resulting from "bulbous bows".

In our opinion an international regulation should be introduced obliging ships to carry marks which indicate the extend of a bulbous bow and which are illuminated appropriately.

### 17. B.T.D.B. (U.K.)

We have not been faced with any problems resulting from "bulbous bows" but I can well understand that this could present a hazard with the largest tankers in partloaded circumstances.

I feel sure that the carrying of marks which indicate the size or extent of the "bulbous bow" would help in avoiding risks.

### 18. Port of Bremen

Difficulties have resulted out of the fact, that a contact of the submerged bulbous bow with any kind of quay constructional parts under water is not detectable at the moment of touching. Such touching may happen during berthing operations or when turning a ship in a port basin by putting its nose against the quay.

Routine diver controll in our port has shown a small number of damages to underwater constructions, which may have been caused by submerged bulbous bows. As to towing no problems have been reported.

Ships with a bulbous bow should to the opinion of this Authority show a mark in the vicinity of the bow to indicate the existence of this special part of the ship. The shape of this mark should be similar to that now used by the majority of those ships on voluntary basis. It is not thought to be very useful to indicate the extend of the bulb.

(Continued on next page)

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(Continued from page 23)

advantage of your organization's contribution during their deliberations.

The Trade and Development Board specifically called upon me to request the intergovernmental organizations approached "to ensure that their contributions are as brief and succinct as possible, given the costs involved in reproducing those contributions in a sufficient number of copies, where necessary, and in preparing précis of them in all working languages".

Although the dates of the meeting of the Expert Group are not yet fixed, it would be advisable if 30 May 1975 could be regarded as the deadline for the receipt of your paper in order to allow sufficient time for translation and reproduction and its timely dispatch to the members of the Expert Group.

I look forward to receiving your reply to the above

proposals.

Although the work of international standardization of freight containers, pallets and packaging is entrusted to the Technical Committee (TC) No. 104, 51 and 122 of the ISO in principle and is not of mandatory nature, thus internationally agreed standard itself may affect the interests of some ports as Mr. John Lunch suggested in his recent letters to President Vleugels, Mr. Nutter and us.

In this connection, IAPH members are encouraged to express their views positively. All comments and views from IAPH members on the five (5) points stated in the letter from Mr. Corea above, are requested to be sent directly to Mr. Lunch, Director General, the Port of London Authority, with copies to President Vleugels, Mr. Nutter and this office, so that IAPH views could be submitted to UNCTAD before May 30, 1975. (K.Y.)



## 19. French Ports (by Mr. Boeuf, Port of Dunkirk)

- 1.1. The French ports have been confronted with a new risk, particular for these vessels, namely with respect to collision with quays and more generally with port constructions by the "bulbous bows", invisible when the ship is on her loadline.
- 1.1.1. If no marks were put on the hull of the ship, indicating the ship has a bulbous bow, the assisting tug-boats can cause a collision between the bulb and a port construction.  
An accident like this happened at Dunkirk, where a ship with bulb, but without marks was involved during the manoeuvring in the harbour dock, the bulb bumped the quay. In this case it seemed that the quay was not damaged (though it is difficult to estimate); the ship herself was slightly damaged.
- 1.1.2. When a fully loaded ship collides with a quay, the collision is concentrated on the upper structure of the quay, if the ship has a classic bow, but on the lower part of the quay if the ship has a "bulbous bow". In the case of a collision with classic bows the damages are generally less important because the upper structure of the quays is normally reinforced and, moreover, easily repairable. If the collision occurs with a "bulbous bow vessel", the damage can be by far much more important, because it bumps that part of the quay structure which has per definition to support much greater stresses.  
If this part of the quay structure is damaged, important quantities of dumping-material can get loose. The repair cost is far more important than in the first mentioned case.  
As an example, in 1972 the shut-piling of the quay at St. Wandrille in the Seine-Maritime area was destroyed by the "bulbous bow" of the m/s Glyntawe. The bulk-carrier in question (220 m or 721' long) was obliged to interrupt its voyage to Rouen, due to a dense fog. When manoeuvring in front of the quay of St. Wandrille, the ship rammed the quay with her bulb. This fact was enough to cause a breach in the sheet-piling construction, and this produced the flowing down of the dumping material.  
The damage was evaluated at FF. 2,400,000.- (\$530,526)  
This kind of accident can occur when berthing or manoeuvring the ship.  
It would be advisable to forbid ships with a "bulbous bow" even to touch the quay construction with their "bulbous bow".
- 1.2. With respect to navigation in a river and more generally in limited waters, the ships with "bulbous bows" cause higher waves (backwater) than ships with a classic bow construction, when running at the same speed. This results frequently in important embankment damage.  
Moreover, the manoeuvring of these vessels when cruising each other is more delicate and difficult with respect to inland water crafts (which can be over-
- (Continued on the right column)

- 2.1. The majority of these ships carries already such a mark in application of the recommendation of IMCO. However, some do not carry them and it was in these circumstances that the damage occurred at Dunkirk.
- 2.2. It were preferable to oblige the application of marks, brought on both sides of the bow, which would represent the silhouette of the bow, allowing amongst other things to distinct whether the bulb constitutes the most extended part of the ship's construction.  
It were advisable also to put a clear and very visible indication in the wheel-house, so as to draw automatically the pilot's attention on such a bulb.
- 2.3. It seems much more necessary that the vessels whose stem require a bulb be provided with a very particular and perceptible signaling system (by night and day), in such a way that the user who is about to approach them would be well-informed about the very particular precautions to be taken.

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flown by higher waves) as well as for the ship themselves as compared to ships with a classic bow.

- 1.3. The tugging and piloting does not seem to be particularly hindered by the bulbs. However, the tugboats have to be particularly careful, when taking up the tugging of a "bulbous bow" vessel.

# History of The Port of Portland 1891-1974

## The Port of Portland

Portland, Oregon, October, 1974 (See also news item titled "Reorganization" in Ports and Harbors, December 1974 issue, page 33. -Ed.)—Guiding you back to 1891 when the Port of Portland was formed and square-rigged sailing ships were calling for Pacific Northwest cargoes, one of the Port's earliest responsibilities was towing assistance to these windjammers on the 100-mile reach of river between Astoria and Portland. An added duty was maintenance of an adequate, safe channel. To do its job, the Port built and operated its own dredge and a fleet of sternwheel and propeller-driven tugboats.

The Port was given its authority by an act of the state legislature and when created became the second port district to be organized on the Pacific Coast. Only San Francisco, formed in 1863, is older.

Boundaries of the Port at the time it was established embraced St. Johns, Linnton and Albina. These communities were then separate cities. Ten years later, in 1901, the boundary was extended west to the Multnomah County line and east to about 162nd Avenue. This expansion recognized the spread of urban population. Almost 60 years were to pass before the state legislature again expanded the Port's geographical area. This occurred in 1963, when the remainder of Multnomah County was incorporated as the base for Port jurisdiction. In 1973, the state legislature expanded the Port's boundaries for a fourth time by adding Clackamas and Washington counties to the district.

Meanwhile, the early responsibilities of the Port had been greatly broadened by the legislature. Added were authority to acquire and develop property for industrial and commercial purposes; to build, maintain and operate airports; to build facilities for handling maritime cargoes of all kinds and even to operate railroads within the Port boundaries.

The Port of Portland established the city's first major commercial airport on Swan Island in the 1920's. Here, in the early days, occurred such historic events as Lindbergh's visit to Portland following his trans-Atlantic flight, and the inauguration of West Coast airmail service by the predecessor of United Air Lines.

Today, the Port owns and operates Portland International Airport and the general aviation airports of Portland-Hillsboro and Portland-Troutdale.

At one time, in the 1920's, the Port owned four suction dredges for channel maintenance and land filling. Today its single dredge is the powerful OREGON, the largest in the Pacific Northwest. The OREGON works about eight months a year for the Corps of Engineers on contract, which has taken over the maintenance of the main Columbia River channel. At other times, the dredge is employed for the Port, filling land for developments such as Rivergate Industrial District.

Since World War II, the Port has developed extensive ship repair and dry dock facilities at Swan Island. These are used on a rental basis by several Portland marine contracting firms.

While the Port of Portland was engaged in its vital responsibilities, the maritime cargo activities of the harbor were being adequately provided for by the Commission of Public Docks. This city agency had been created in 1910 by Portland voters who amended the city charter to provide public capability to construct and operate maritime cargo terminals and to actively attract ocean-borne cargo through Portland. The Dock Commission's jurisdiction was confined to the city of Portland.

The duplication of authority, if not of actual services, the broader financial base of the Port of Portland, and the trends toward centralization of government resulted in a favorable vote by residents of Portland and Multnomah County for merger of the two agencies in November 1970.

The marriage has been a success. Today, the harbor's cargo capabilities are rapidly expanding. A new container terminal, a new dock for handling imported steel, an ocean barge dock, and a second auto import dock have been added or are under construction. New air cargo facilities, expansion of air passenger accommodations, and a lengthened runway at Portland International Airport are under construction or in final planning. Private investors are building or expanding on tax-generating land leased from the Port at Rivergate Industrial District, Swan Island Industrial Park, and at Portland International Airport.

### THE PORT: WHERE ARE WE NOW?

The Port of Portland relies heavily upon two different levels of management: The Port of Portland Commission and the Port of Portland Staff.

### COMMISSION

The following list of citizens have been appointed by the Governor of Oregon to serve, without pay, for four-year terms. Many famous and historically important people have helped guide the Port to its position of strength today. The Port Commission is well rounded, and representative of the citizens of the Port district.

Alan Green, Jr.	President
Raymond Kell	Vice President
Walter Gadsby, Jr.	Secretary
Joseph M. Edgar	Treasurer
F. Glen Odell	Commissioner
Robert J. Rickett	Commissioner
James B. Thayer	Commissioner
Robert F. Wallace	Commissioner
To be appointed	Commissioner

### STAFF

The Port of Portland staff is led by Executive Director Edward G. Westerdahl II. He directs the Port staff in administering commission policy in the operation of Port facilities. Ed is complemented by a many-talented group of Directors. In order to manage the continuing activities in the major areas of marine, aviation, community services, finance and administration, legal, and development services, the Port has organized itself into the following departments:

Aviation  
Community Services  
Development Services  
Finance and Administration  
Legal—Regulatory Affairs  
Marine Marketing

Nearly 500 people work in one of these six departments. Job titles vary from assistant director to programmer, berth agent, design engineer, payroll clerk, maintenance supervisor, or any one of the many titles which describe an employee's responsibility. Like other organizations, everybody at the Port works under the direction of somebody else. It is this chain of command which provides a management system that allows everyone to do his best, and be recognized for his results.

It is estimated that nearly 52,000 persons in the Portland Metropolitan Community are employed because the Port exists, and the Port is keenly aware of its effect upon the community.

Where does the Port get the money to maintain such a large payroll? An easy answer would be: income produced by our facilities and services, taxes, and the selling of revenue bonds. In actuality, revenue is a much more complex series of sales, leases, tariffs, loans, taxes, and industrial land sales. Only 5% of these dollars comes from taxes.

#### FACILITIES PLUS PEOPLE

Let's take a bird's eye view of some of the important facilities we operate and what it is they really do:

#### MARINE

Portland is a natural center of transportation. Ships and river barge traffic bring many dollars to the economy of the Northwest through the facilities of the Port. We rank tenth largest in the U.S. in number of ship calls.

To support its marine commerce, the Port operates three public ocean cargo terminals, and is now building another in our Industrial Park—North Rivergate.

Activities at a marine terminal consist of unloading, storing, loading, transferring to and from trucks or trains, and a tremendous amount of paperwork. We charge for the use of space and equipment.

Much of the waterfront along the Willamette River is owned by the Port. Most of it is not. Those facilities we do provide are done so at a price competitive enough to entice shippers to use Portland instead of other ports. This means dollars for the people of Metropolitan Portland.

A tanker basin, located on the west bank of the Willamette River opposite the lower end of Swan Island, is owned by the Port. Union Oil, Standard Oil and Shell Oil have long-term leases for this facility where they bring in ocean-going oil tankers to deliver petroleum products to meet the needs of the community.

We also own the dredge OREGON. One of her jobs is to help maintain the 40-foot deep channel from the ocean to Portland (about 110 miles). The Port has been able to better the geography of the community with dredge spoils. This silt and sand from the river bottom has been used to create usable land for industrial purposes, and allows us to use some of our other available properties for recreational uses, such as Kelley Point Park and Port Center.

Repairing ships is another function of the Port. We provide the facilities, or dry docks, and it is said that there are none better in this entire country. Look for this

operation on the north end of Swan Island.

We even have a rather special tugboat. She is the sternwheeler steamer PORTLAND—219 feet of pushin'-pullin' power. Not only is the PORTLAND a prize to look at, but she is leased out to Willamette Tug and Barge Company for some of their larger, more difficult ship-handling jobs.

Failing to mention people of the Marine Department leaves out our most important asset. Without the managers, sales representatives, researchers, highly technical operators, and all the back-up people, the Marine Department would be just a bunch of docks, warehouses, and ships.

The Trade Development arm provides expertise in sales, customer assistance, and research. Gathering data to make good decisions, or to locate opportunity areas, is a never-ending task. Marketing offices are also located in Chicago and Tokyo to better serve the territory.

#### AVIATION

May people don't know that we own and operate three airports, and even a heliport. Portland International Airport is the pride of the Aviation Department. More than 2,700 persons work there each day, providing this community with a service that it could not get along without.

PIA generates three categories of activity: passenger, cargo and general.

An average of 7,000 persons per day get on or off an airplane operated by one of nine commercial airlines. Year-by-year growth figures look like graphs of early Xerox prices.

PIA has been and will continue for awhile to be suffering from growing pains. An aggressive expansion program, when accomplished, will make it all worthwhile. With today's modern uses of transportation turning more toward air travel, the Port feels that it is meeting the needs of the present and the challenge of the future.

Air cargo is like a child growing up. We are not sure if we should consider ourselves teenagers yet, or not. Because this industry is growing so fast, we have to be constantly trying to provide strong leadership and set a mature example.

Mail, express, and freight have more than quadrupled since opening the present terminal in 1958. Many new buildings are being built and planned to keep up with the needs.

As at our Swan Island Heliport, Portland-Troutdale and Portland-Hillsboro airports, General Aviation facilities are being used at PIA. It's surprising to learn that 98% of all registered aircraft in the United States are classified general aviation. Small plane business has proven itself. We're told that General Aviation will grow 64% by 1980.

Our heliport is located on Swan Island. We lease it to Columbia Construction Helicopter Company. Using large and small helicopters for business and construction is definitely on the grow for Oregon.

Those persons who work in the Port's Aviation Department have a certain spirit, which when exposed to, seems to be catching!

#### PROPERTY DEVELOPMENT

A port authority has one very important asset that it can't get along without: LAND—room to meet expanding needs. Industrial parks complement transportation, which is our basic industry.

The Port of Portland has developed much of the  
(Continued on next page bottom)

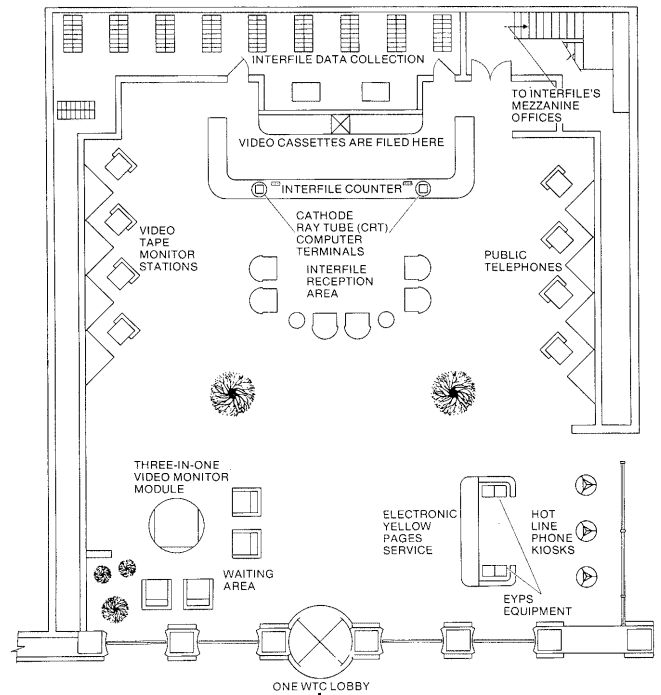
# The World Trade Information Center was officially opened

## Now - a world of data on world trade

New York, N. Y., December 10 (News from The Port Authority of NY & NJ):—The World Trade Information Center, housing a total business information service for international trade, was officially opened at its permanent location in the lobby of One World Trade Center at 11:00 A.M. today (Tuesday). The unique Information Center, which offers "a world of data on world trade," features Interfile, a computerized information service capable of handling over 65 million different world trade questions. It will provide instant access to the finest collection of business data services for international trade ever assembled.

Dr. William J. Ronan, Chairman of The Port Authority of New York and New Jersey; Port Authority Executive Director A. Gerdes Kuhbach, and Guy F. Tozzoli, the bi-state agency's Director of World Trade and President of the World Trade Centers Association, described the functions of the new Information Center to members of the news media, world trade community, trade associations, chambers of commerce, government information agencies and other organizations with a special interest in the Information Center's services.

Business tenants at the Trade Center put questions on international trade to the computerized Interfile service in an actual demonstration of its capabilities to query in-



formation services throughout the world for required sources of vital trade information. The first two questions were asked by Irving R. Boody, Jr., President of Irving R. Boody & Co., Inc., and James Farrell, Jr., President of Export-Import Services, Inc., both export-import firms

industrial land we own by dredging and filling. Swan Island Industrial Park and Rivergate Industrial District are planned developments, which are attracting new business to our local economy. In addition, successful industrial development and other Port operations provide for unique long-term and interim commercial opportunities. Currently under development are major air cargo facilities, and a motor hotel at Portland International Airport, Port Center Village, a 70,000 square foot complex consisting of three major restaurants and 60 boutique specialty shops located adjacent to Swan Island Industrial Park. The Port has provided this community with an opportunity for industrial sites within a city.

Recognizing the many practical and economic benefits of an attractive industrial setting, the Port has stipulated landscaping and beautification as a central element in the planning and development of both Swan Island Industrial Park and Rivergate Industrial District.

The Port's 3,000-acre Rivergate Industrial District is an industrial development of national importance. It is located at the confluence of the Willamette and Columbia Rivers, affording deep draft waterfront, rail and road access.

At full development, the Rivergate Industrial District area is expected to provide employment for some 15,000 to 20,000 persons. Another 25,000 jobs will be generated outside of the area by the firms located in Rivergate.

### THE PORT: WHAT GUIDES OUR DIRECTION?

We have some things that are vital and necessary to help maintain our forward thrust: talent, growth, and results.

As a member of the work "team" of the Port, you have demonstrated that your skills, and desire to use them, have made you stand out amongst others. Every time we welcome new people to the Port, we are increasing our active reservoir of talent.

Growing is not always easy. Extending the end of a runway or adding a warehouse is one sign of growth. True growth is measured in our ability to establish our goals and objectives, and meeting them as a group.

Results tell the story of success. The criteria of measurement are sometimes not too clear or easy to pin down. As in the past, the Port (its people—not its buildings) will be able to find their way to these results by working and planning as a group.

You are a part of an organization which directly affects the lives of many thousands of fellow citizens and neighbors. Your talent, your growth, and your results will play their part in a great future.

Your Port of Portland

with offices at The World Trade Center who were the first two tenants to move into the complex on December 16, 1970.

In his remarks, Dr. Ronan emphasized the importance of the quality and timeliness of information to success in the field of world trade. "With the increasing sophistication of international businessmen and growing competition for the world's markets, it is more important than ever for a businessman to have access to the best information available to support his daily activities," the Port Authority Chairman said.

Developed by the Port Authority in cooperation with trade centers all over the world, the Interfile data bank is the world's greatest pool of international business information. The Interfile coding system classifies questions by country, commodity and function of world trade. It identifies 200 countries and trade regions, 1,312 commodities under the United Nations' standard international trade classifications, and 250 world trade functions. With some 20,000 abstracts stored in its memory banks, the computer in Cleveland, Ohio, uses the General Electric time-sharing network which extends to many parts of the world. The Interfile computer program was designed by Advanced Computer Techniques, Inc. of New York. Already world trade centers in London, Tokyo and Indianapolis have joined the Interfile system, and others will be coming on line soon.

#### Other Information Services

Other Information Center Services demonstrated in actual use by those attending the opening were:

- **Electronic Yellow Pages (EYP)**, the only automated telephone directory of its kind in the world. Programmed and operated by the New York Telephone Company, EYP calls out all firms in the Trade Center specializing in the products or services of business or visitor interest.
- **Hot Line**, a no-charge telephone link with every one of the more than 500 world trade firms and organizations already housed within The World Trade Center.
- **Personal Data Stations**: Through the electronic magic of video tape cassettes, Information Center visitors can see and hear 5-minute sound and color presentations on the Trade Center and its activities, and other subjects of business interest.

The Port Authority officials also described the Information Center's growing reference collection on thousands of world trade subjects as well as the Center's capability for special research projects to meet specific world trade information needs.

#### The Information Floor

Supplementing the services of the World Trade Information Center is the "Information Floor," the 8th floor of One World Trade Center. This floor, boasting over an acre of world trade information services, was set aside for those agencies and firms that distribute international business information. Among its tenants are Amtorg Trading Corporation, representing all USSR foreign trade organizations and USSR/USA trade promotion; Inter-American Export Promotion Center; the Brazilian Government Trade Bureau; and many other public and private information agencies. The Information Center's research staff is also housed there, as is the Eastern United States Trade Development

Office of the Port Authority.

#### Many Information Services Free

The Electronic Yellow Pages and the Hot Line at the Information Center, as well as much advice from public agencies on the Information Floor, are free. There is no charge for use of the Personal Data Stations in the Information Center. Other charges vary in accordance with the degree of assistance rendered, but are nominal in most cases. Experience has shown that the Information Center staff can handle most Interfile questions, including all computer and personal research charges for about \$5 per inquiry.

#### Information Center Exciting

A spirit of excitement and advanced technology characterize the interior design of the new Information Center. Designed by Joseph Solomon, Supervising Architect for Emery Roth and Sons of New York City, the spacious Information Center contains 4,000-square-feet of floor space for its public services and an additional 2,000-square-feet of mezzanine space for Interfile's offices and data collection.

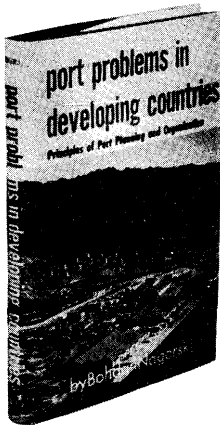
A highlight of the design, evolved in the offices of industrial designers Propper/Elman, Inc. of New York City, is a 35-foot-long, seven-foot-tall illuminated map showing the locations of Trade Centers around the world in operation or under construction. Described as a "light environment," the huge panel employs a striking diffusion of fluorescent light behind a black mat frame which graphically locates, by means of translucent lexon rods, the 22 World Trade Centers now active or being built.

The illuminated display, occupying the major part of the rear or south wall of the Information Center serves as a nucleus for other electronic information systems in the office, including the Interfile counter and computer terminals. Other design elements include four video tape monitors adjacent to the east wall which serve as personal data stations for presentation of informational cassettes on World Trade Center or business information, and a trio of continuously-playing monitors in a free-standing module near the Information Center's entrance.

The Electronic Yellow Pages display, which had been temporarily located in the lobby of One World Trade Center, occupies a prominent location to the right of the entrance to the new Information Center, along with three Hot Line phone kiosks. Public telephones are available along the west wall of the Information Center. A comfortable waiting area has been provided to the left of the Center entrance, and a special reception area immediately in front of the Interfile counter will permit a leisurely review of Interfile reference recommendations.

The World Trade Information Center was built under a \$500,000 contract awarded to Dember Construction Corporation of New York City. Since 1972, the Information Center had been operating from temporary quarters on the 33rd floor of One World Trade Center. Its new concourse-level location facing the building's Skylobby elevator bank will provide greater accessibility and convenience for tenants and visitors.





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—**Assistant Secretary General, ICHCA**

## ANNOUNCING !!

**Bohdan Nagorski's "Port Problems in Developing Countries"**  
is also available from the following distribution centers.

- |           |  |
|-----------|--|
| New York: | Marine Terminals<br>The Port Authority of New York and New Jersey<br>One World Trade Center<br>New York, N.Y. 10048, U.S.A.<br>Phone: (212) 466-7000 |
| Houston:  | Office of the Executive Director<br>Port of Houston<br>P.O. Box 2562, Houston<br>Texas 77001, U.S.A.<br>Phone: (713) 225-0671                        |
| Oakland:  | Office of the Executive Director<br>Port of Oakland<br>66 Jack London Square, Oakland<br>California 94607, U.S.A.<br>Phone: (415) 444-3188           |
| London:   | Office of the General Manager<br>The Port of London Authority<br>World Trade Centre<br>London, E. 1, England<br>Phone: 01-476 6900                   |
| Le Havre: | Office of the General Manager<br>Port Autonome du Havre<br>Terre-plein de la Barre, 76600 Le Havre<br>France<br>Phone: (35) 42.51.01, (35) 42.51.40  |

# Orbiter Probe

## NUFFIC Seminar

The Hague, The Netherlands, December 17, 1974:—The Tenth International Seminar on Port Management in the Netherlands will be held from April 14th until May 17th, 1975.

It is a study programme of the Delft International Courses in Hydraulic and Sanitary Engineering with observation periods offered by the Port Authorities of Amsterdam and Rotterdam.

The programme consists of two lecture periods of one week each at the beginning and the end of the seminar, a two-weeks' period of visits to and around the Ports of Amsterdam and Rotterdam and study visits to ports in France and Great Britain (one week).

In the lecture parts, next to a general survey of problems of transportation and of navigation, the programme will deal with aspects of port management, lay-out of port areas, cargo handling, port labour, safety and health. The seminar is open to government officials and other qualified candidates with some years of practical experience with regard to problems of port management. Participants should have a university degree although in special cases experience can replace a university background. The language of the course will be English.

The participation will be Dfl. 1.400,—which includes the tuition fee, travel costs for the fieldtrips, and lodging and breakfast for the fieldtrips outside the Netherlands. The other expenses, hotel accommodation during the stay in the Netherlands as well as lunch and dinner expenses will be borne by the participants themselves.

For further details, write to:  
Netherlands Universities Foundation  
for International Co-operation  
27, Molenstraat  
DEN HAAG  
THE NETHERLANDS

## NPC STUDY PROJECT:

### Systems analysis of container berths

#### Improved efficiency is the aim of new NPC study

London, 6th December, 1974 (National Ports Council News Release):—The National Ports Council, in collaboration with the British Ports Association, have commissioned consultants to carry out a systems study of the operation of high throughput common-user container berths. It will be based on a study of existing operations at four container terminals: London (Tilbury), Clyde (Greenock), Southampton and Liverpool.

The project will be carried out jointly by NPC staff, the ports concerned, and Messrs. Livesey and Henderson in association with Coopers and Lybrand Associates Ltd.

The British Ports Association have arranged for the participation of the four ports, each of which is represented on the committee steering the project.

The Council's Director of Technical Services, Mr. J.T. Williams, spoke today of the timing of the project. To meet the initial requirements of container operators ports had to invest heavily in expensive equipment at a time when there was little or no knowledge of the relative merits of various handling methods. Some of the equipment then provided was now approaching the end of its useful life, and it was clearly desirable to consider the most effective methods and equipment before orders were placed for the 'second generation' of equipment.

'The already heavy cost of providing and operating container berths continues to increase,' said Mr. Williams, 'and it is therefore more than ever necessary to establish the most economical way in which future designs should develop.'

A systems engineering approach to the problem seemed the method most likely to produce positive results, and the

*The Conference Theme:*

**“Towards Greater  
International  
Port Co-operation”**



Council, after discussions with the BPA, had decided to commission the new study.

The broad objectives of the study will be:

To identify bottlenecks in current operations, whether due to equipment, operating procedures or related to flow of information, and to recommend ways of improving throughput and service. In the light of traffic forecasts, to suggest the most economical ways in which the design of future container berths should develop. Where future designs and layouts might give rise to requirements for different equipment, to assess how the changeover from present practice can best be achieved.

The work will be carried out in two overlapping phases. Phase One, to be followed by an interim report, will be the main systems analysis of the selected berths, identifying problem areas and listing possible solutions. Phase Two will be concerned with evaluation of any changes suggested under Phase One, using a physical model of the berth linked to a computer.

Mr. Williams pointed out that the Council had already published reports on studies by their staff on the evaluation of container handling equipment. This would be a valuable input to the new study, as would similar work carried out by the ports. The Steering Committee was also very much aware of the need to take into account, when developing the study, such vital issues as security, safety, and reliability of equipment.

'We regard this matter as urgent,' he added. 'The aim is to have the consultants final report by mid-1975.'

## ICC 25th Congress—Madrid

● On 15 June 1975 a world business Congress of unique importance will open at the Palacio de Congresos in Madrid. This will be the 25th Congress of the International Chamber of Commerce, the world business organization with members in over 80 countries.

● Theme of the Congress will be Market Economy—more than Competition and Profit. All fundamental aspects of what constitutes the modern market economy now, and where it is going in the future, will be examined thoroughly by business and academic experts of world distinction.

● As at previous Congresses, special discussion groups will also be held to enable experts to examine specific aspects of international business problems.

● Background to the Congress will be the daily increasing interdependence of international economic life, contrasted against continuing political divisions. Only firm business agreement on progressive globally orientated policies can pressurize governments to introduce the decisive, forward looking policies so urgently required in the current world economic situation.

## Port Authority President

Montreal, Quebec, Canada, December 2 (News Release from Port of Montreal, National Harbours Board):—The first executive committee of the Port of Montreal authority has just been selected and will be chaired by Montreal businessman, Mr. Jean-Marie Chabot.

In making this announcement at the close of a special meeting of the Port of Montreal authority, Mr. Chabot indicated that he will be assisted in fulfilling his new

responsibilities by Mr. Roger Beauchemin, professional engineer and partner of Beauchemin, Beaton, Lapointe and Mr. Ian C. Campbell, vice-president and treasurer of Asbestos Corporation Ltd.

Mr. Jean-Marie Chabot who was elected first president of the Port of Montreal authority in 1971 stated that the creation of an executive committee is a follow-up to a recent announcement made by the honorable Jean Marchand Minister of Transport to modify the port administration system with the objective of decentralizing the decision making process and ensure a better participation of local and regional interests in the daily management of the port.

## Trade development manager

Beaumont, Texas (News from the Port of Beaumont):—John A. Lala has been appointed manager, trade development, Port of Beaumont, effective January 1, 1975, with responsibility for coordinating the port's expanding sales and traffic activities. The search for increased export-import cargo takes port personnel throughout the entire United States.

Lala joined the Port of Beaumont staff in August, 1973, as regional sales manager. He is a veteran of 25 years experience in foreign trade and transportation, including 9 years with Delta Steamship Lines in operations, sales and traffic; 6 years with the Port of Houston as its New York sales manager; 3 years with T.J. Stevenson Steamship Co. as general manager, West Gulf; 3 war years with the U.S. Army Transport Service; and 2 years with Gulf Mooring and Services, Inc. as its president.

Lala, 52, graduated from Louisiana State University with a B.A. degree and is a member of the Sabine District Transportation Club, the Propeller Club of the United States-Port of Sabine, the Pinewood Country Club, the Whitehall Club of New York, and the Plimsoll Club of New Orleans.

He is married to the former Dorothy Joe Connell of New Orleans.

## Trade development efforts

Charleston, South Carolina, November 19 (South Carolina State Ports Authority):—Anthony P. Ricardi has been named assistant regional manager of the New York Regional Office of the South Carolina State Ports Authority (SPA) Trade Development Division.

Ricardi will assist New York Regional Manager Carl M. Staggs in the Authority's trade development efforts in the New York and northeastern states area. Both men report to SPA Trade Development Director Charles A. Marsh.

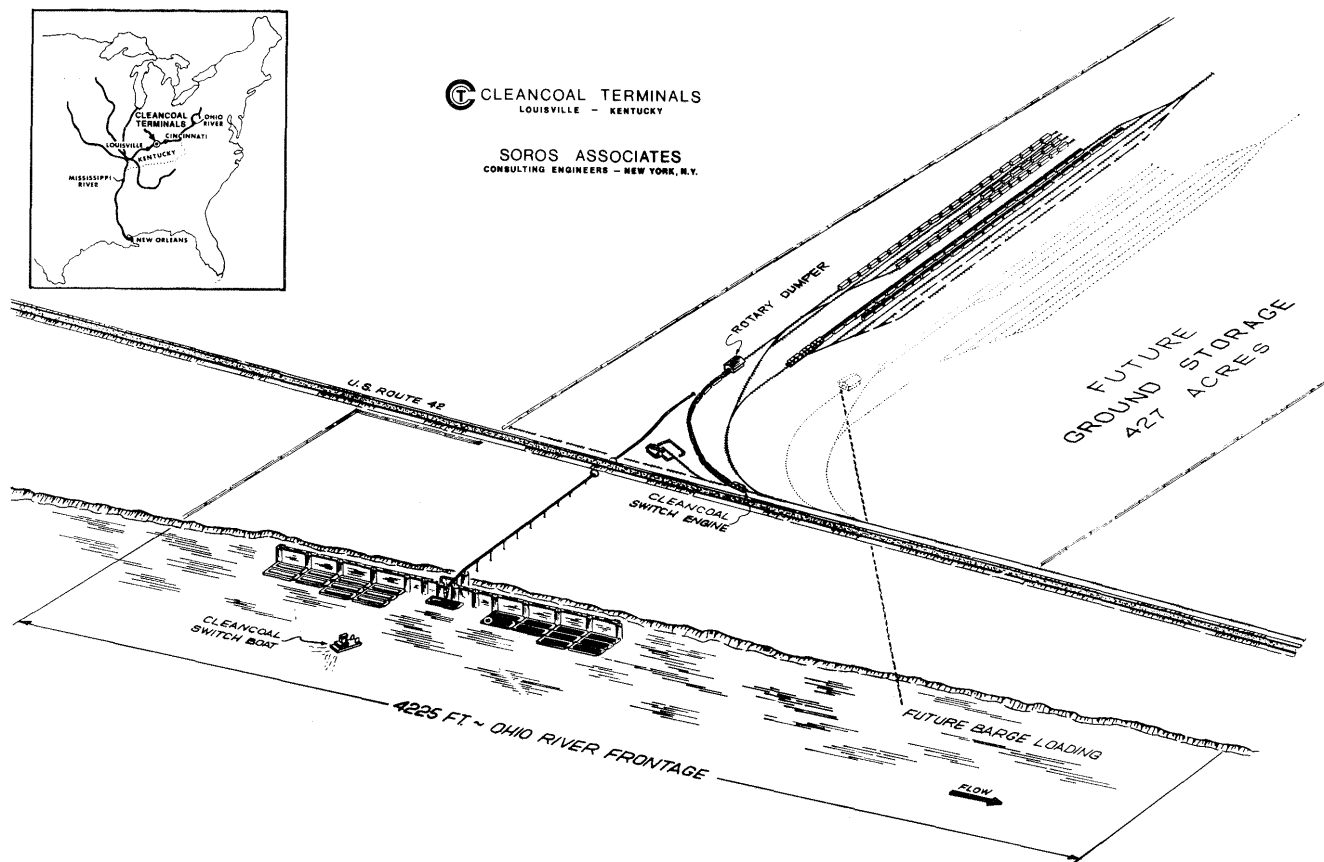
Ricardi, a 17-year veteran in the domestic and international trade field, most recently was a sales representative for Furness Withy Agencies in New York.

A native of Newburgh, N.Y., the new SPA executive attended East New York Vocational High School and New York Community College. He is a graduate of the New York Academy of Advanced Traffic.

Ricardi, his wife and two children reside in Oakdale, N.Y.

The New York office, at 3345 One World Trade Center, is one of six maintained for the State of South Carolina by the Ports Authority's Trade Development Division, head-

(Continued on next page bottom)



## New high capacity inland coal terminal

Louisville, Kentucky, U.S.A. (story by Cleancoal Terminals, released through Soros Associates, New York, N.Y.):—New outlets for Eastern Kentucky's low sulphur coal will soon be available to Kentucky coal producers and to electric utility and other industry users.

A new high-capacity rail-to-river coal transfer terminal at Ghent, Ky., on the Ohio River some 60 miles east of Louisville, in planning and design stages for several months, is now under way. Machinery and conveyors for dumping coal from railroad cars and loading into barges on the river have been ordered and erection will commence in the near future.

When completed in early 1976, this major facility in the nation's continuing effort to preserve and create new energy sources will be capable of handling initially about 6 million tons of coal a year. It is designed to permit the addition of ground storage and future expansion for an eventual capacity of more than fifteen million tons annually.

The terminal is being built by and will be operated by

quartered at the Port of Charleston.

Other SPA regional offices are located in Greer, S.C. (at Greenville/Spartanburg Airport); Chicago, Ill.; Brussels, Belgium, and Tokyo, Japan.

Cleancoal Terminals, Louisville. Principals in the new enterprise are Soros Associates, New York materials handling design and consulting engineers; McCormick Contractors, Inc., Winchester, Ky.; and H & K, Inc., Louisville.

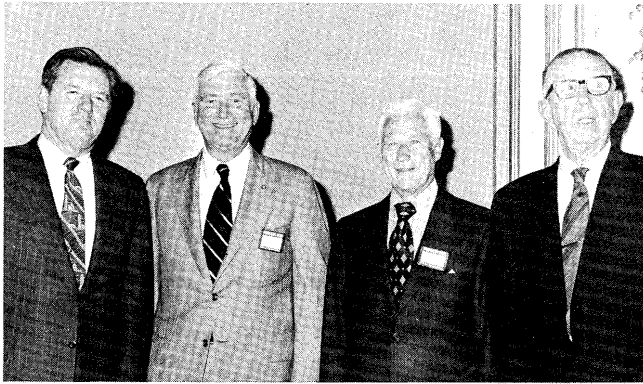
Coal will be hauled from the Eastern Kentucky fields by the Louisville & Nashville Railroad, the nation's third largest mover of coal, to the Carrollton Railroad, a subsidiary, which will deliver the fuel to the river system, including the port of New Orleans.

The facility is situated adjacent to the Ghent, Ky., generating plant of the Kentucky Utilities Company, and the latter has given material assistance to promoting the terminal by contracting with it for handling future coal requirements for its new generating unit now under construction at the Ghent station. Major financing for the project was arranged through Citizens Fidelity Bank & Trust Company, Louisville.

In design and performance, the terminal will fulfill or exceed existing environmental standards. It will have an unloading capacity of 2,500 tons of coal per hour and will incorporate the most advanced type of dust suppression systems. The terminal is designed to accommodate unit trains as well as barge load cargoes.

In addition to the conveyor system, the new terminal will include a waterfront dock with fleeting facilities for empty barges up river and loaded barges down-stream. Cleancoal Terminals will also operate its own locomotive and switch boat, to assist with the handling of railroad cars and barges inside the terminal.

Cleancoal officials point out that the areas of Eastern Kentucky which will supply the Ghent terminal contain an estimated eight billion tons of low-sulphur coal.



San Francisco, Calif., 12/5/74 (Propeller Club of the Golden Gate):—The annual Propeller Club Senior Mariner's Day and Big Wheel Award Luncheon was held recently before a capacity crowd at the Sheraton Palace Hotel in San Francisco. The day was devoted to honoring retired members of the U.S. flag maritime industry and is a popular San Francisco Bay Region event. Tom Patterson, Jr., Western Region Director for MarAd, won the 1974 Big Wheel Award—given to the member who has done the most to further the Club's activities. Pictured (left to right) are Propeller Club president Bill Reich (Prudential Lines); Tom Patterson, Jr.; last year's Club president BG R. C. Tripp (Stan Flowers Co.); and Senior Mariner's Luncheon chairman Vic Bahorich (Pacific Far East Lines, retired).

## Distribution seminar

Charleston, South Carolina, December 19 (Trade News, South Carolina State Ports Authority):—A Distribution seminar will be held March 19 at Greenville (S.C.) Technical College, under co-sponsorship of the school and the Greater Greenville Chamber of Commerce.

Panel discussions will include such topics as Distribution Definition & Organization, Transportation & Distribution Strategy, Warehousing Facilities & Handling Systems, Distribution Planning, Cost & Inventory Control, The Warehousing Decision, Locational Analysis and Community Considerations.

A reception for early arrivals will be held from 7 to 8:30 p.m., March 18, at the Sheraton Palmetto Inn on Interstate Highway 85.

Members of Delta Nu Alpha Transportation Fraternity and the South Carolina State Ports Authority staff will assist seminar attendants with registration in the lobby of the college library auditorium. The registration desk will be open at 8:15 a.m., March 19. All business sessions will be held in the auditorium.

## New container service to begin

Hollywood-Fort Lauderdale, Florida, November 30 (Port Everglades News):—Inauguration of a new biweekly container cargo service between Port Everglades and European ports was announced jointly by Sea-Land Service, Inc., and the Port Authority.

The first containership scheduled to arrive from Bremerhaven and Rotterdam was the Sea-Land Producer. Other ports of call on the new service are Houston, New Orleans and Jacksonville.

Stevedoring will be performed by Harrington & Co.,

utilizing a 200-ton mobile dockside crane. Containerships will be in port approximately 18 hours.

Sea-Land is moving its office and staff from Miami to Port Everglades. In addition to setting up operations in a section of Warehouse 19 adjacent to the berth where Sea-Land ships will dock, the company has leased a five-acre marshalling area for trailers and equipment.

Expansion of the Sea-Land service will bring cargo directly from European ports to the entire South Florida Market via Port Everglades. Port Commissioners hailed the service as a major step in the development of Port Everglades as a container port.

## New appointments

Galveston, Texas, November 14 (News from The Port of Galveston):—A series of administrative changes and new assignments at the Galveston Wharves have been announced by Harry H. Levy, Sr., chairman of the Board of Trustees, and C.S. Devoy, executive director and general manager.

Oury L. Selig, 50, has been named deputy executive director.

Gene R. Jones, 42, has been named assistant general manager.

Fred R. Macik, 47, currently treasurer, has been given the additional title of director of personnel.

Robert Ross, 50, has been named acting harbor master.

James Holub, 40, has been promoted from senior accountant to comptroller.

Douglas J. Marchand, 27, has been named administrative assistant to Gene Jones, assistant general manager, and has been assigned to the Pier Point Packers Division. He had been data processing and payroll manager.

Mrs. Brenda G. Eastman, 26, has been named supervisor of payroll and data processing.

Ron Surovik, 29, has been appointed assistant port engineer.

Paul D. Mabry, 25, has joined the Port staff as manager of Public Relations.

Devoy said the changes were brought about the Port's increased diversification and would streamline the administration.

## Cargo moving at a near-record rate

Houston, Texas, 12/4/74 (Port of Houston News Release):—Cargo continues to move at a near-record rate through the Port of Houston, with figures for the first 10 months of 1974 showing the Port only two per cent behind the totals for the same period last year. A record-breaking total of 88.5 million tons was moved through Houston in 1973.

November cargo movements were indicative of a strong finish for 1974, and if tonnage figures continue mounting in December there is a good possibility that Houston will exceed last year's record tonnage.

Bulk grain shipments exceeded half a million tons in October, and crude oil again arrived in big volume. In the area of general cargo, steel product imports continued to be strong while rice and oil field machinery exports were high.

At the end of the first 10 months of 1973, the Port had handled 70.8 million tons of cargo, while for the same period this year the total was 69.4 million tons. However,



general cargo is running ahead of last year by more than a half a million tons with more than 6.5 million tons handled thus far in 1974 as against 5.9 million tons during the first ten months of 1973.

In foreign trade, general cargo imports are running a bit ahead of exports at 2.9 million tons as against 2.5 million tons, but the total foreign cargo figures are nearly 600 thousand tons ahead of totals for the same period last year.

Bulk cargo over-all is running about two million tons behind 1973 figures, mostly due to a drop in coastwise petroleum shipments to the East Coast and in local barge movement on the Channel.

Container traffic, based on 20-foot units or their equivalents, was up over the first ten months with 47 thousand units handled in 1974 as against 44.5 thousand during the same period a year ago.

## Busiest West Coast harbor

Long Beach, Calif., 12/03/74 (Port of Long Beach News):—By handling a record 29,785,731 tons of cargo during fiscal 1973–74, the Port of Long Beach has officially become the busiest of all U.S. West Coast ports. This is 13.7 percent ahead of the 26 million-plus tons handled in the previous year.

Total dollar value of imports and exports moved through Long Beach was more than \$5.5-billion, well ahead of the nearly \$4-billion valuation of the year before. The number of vessels calling reached 2674 for another record.

Of the nearly 30 million tons of cargo logged, 34 percent was outbound and 66 percent inbound, the latter largely due to the 17.7 million tons of bulk petroleum handled by Long Beach's deep water oil terminals. This compares with 14.4 million tons of petroleum the previous year.

General cargo loaded and unloaded at Port of Long Beach rose to 6.9 million tons for yet another all-time high among Pacific Coast ports. Dry bulk accounted for an additional 5 million tons.

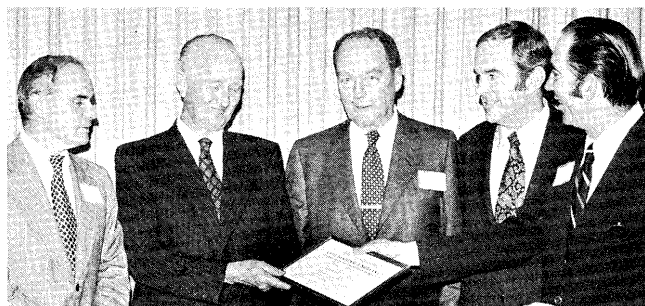
Japan again led all other countries in trade moved through Long Beach with 4.9 million tons. Ecuador posted 1.5 million tons, largely due to its oil exports. Four other petroleum producing nations were close behind, with Indonesia, Iran and Venezuela posting some 1.2 million tons each and Saudi Arabia 900,000 tons. Mexico, Belgium, West Germany and Canada completed the top ten trading partners list.

Total assets of the Port of Long Beach reached \$260 million, which closely matches the annual economic benefit, to the community generated by activities within the Long Beach Harbor district.

## Agent in U.K., Europe named

Long Beach, Calif., 12/03/74 (Port of Long Beach News):—Neptune Shipping Agency, Inc. has been named representative for the Port of Long Beach, California, in the United Kingdom and Europe.

Mr. S. Bachorzewski is in charge of Long Beach's new office, which is located at 3 Carlisle Avenue, London EC3N 2ET. The Telex number is 884060 and Telegraphic address is "Portobeach, London EC3." The telephone number is 01-480-6522.



San Francisco, Calif., 12/9/74 (Marine Exchange of the San Francisco Bay Region):—TANKER MAN EMERITUS on the Pacific Coast—Chevron Shipping Company's ports and navigation division manager, Capt. A. H. (Al) Stephens, was recently feted upon his December 1st retirement after 45 year's service with the Standard Oil Co. (California) shipping subsidiary. Industry recognition included commendation from the San Francisco Marine Exchange for "outstanding service". presented by executive director Robert H. Langner (right). Also participating in the event were Capt. William V. Figari (left), vice president and general manager, Shipowners and Merchants Towboat Co.; L.C. Ford, Chevron president, and William H. Quayle, assistant manager, Bethlehem Steel Corp. Following initial tanker service as an ordinary seaman with Standard in 1929, Capt. Stephens moved through the officer ranks to command in 1944, to shore captain at the company's Richmond, California Long Wharf in 1948. By time of retirement, "Mr. Tanker" had achieved status and reputation as the Pacific's foremost expert on seaborne petroleum shipping and transfer. Among his most recent contributions were planning of Standard's major expansion at Estero Bay, California and in establishing the nation's first comprehensive Federal Vessel Traffic System (VTS)—the \$4 million Coast Guard program on San Francisco Bay.

## Hike in tariff rates

Los Angeles, Calif., December 18 (Port of Los Angeles):—To cover increasing operational costs, the Los Angeles Board of Harbor Commissioners today (Wednesday, Dec. 18), approved a 33-1/3 per cent hike in wharfage and dockage tariff rates as well as a 10 per cent increase in pilotage fees.

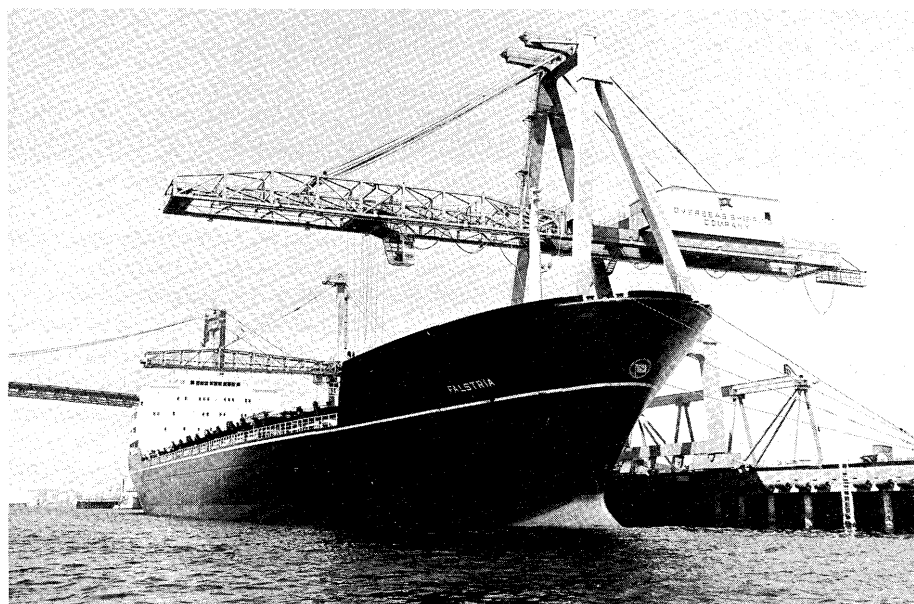
The change, slated to take effect Jan. 15, 1975, requires final approval by the Los Angeles City Council. However, as all other California ports have announced their intent to increase their rates accordingly, Council concurrence is expected.

Announcement of the proposed rate increases followed a recent vote in that direction by members of the California Association of Port Authorities, which includes all California ports as well as all ports in the Pacific North West.

Under the tariff resolution amendment, general cargo duties will go from \$1.50 a short ton to \$2. Exceptions to the general one-third increase include a 40 per cent hike for news print to equalize with other California ports, a 20 per cent raise in the wharfage of building modules and an increase of eight or 10 cents per ton for various dry bulk commodities.

## More Pictures of Port of Los Angeles

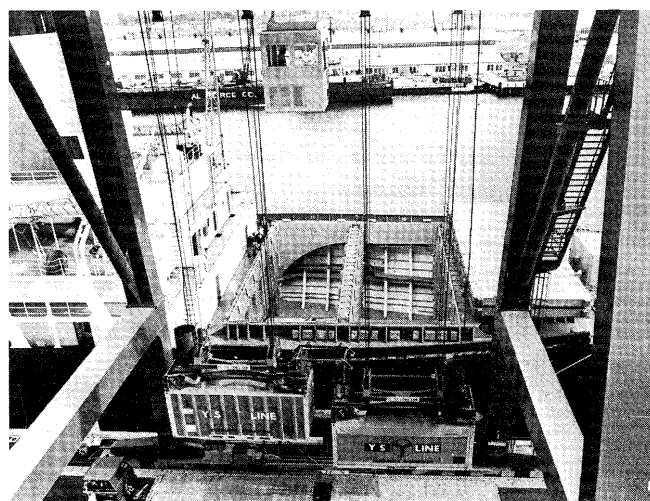
(See also page 36 of last issue.)



A pair of Overseas Shipping Company container cranes reach out over the graceful hull of the East Asiatic Company's M/S Falstria at the Port of Los Angeles. The one-man operating cab on the near crane can be seen positioned to lift another cargo container out of the ship's hold for deposit on the wharf and overland movement to Southland markets. The Port is one of the West Coast's leading handlers of containerized goods.



← Longshoremen unload imported automobiles at one of the auto terminals at the Port of Los Angeles. A ship like this might deliver 2,500 cars to Los Angeles, where about 250,000 tons of automobiles and parts are received each year.



The 40-ton Paceco container crane at Los Angeles Harbor's East-West Container Terminal, handles two 20-foot unattached containers simultaneously, which it can load on and off the ship every three minutes or at a rate of 80 per hour. The containers need not move together or in the same direction.



← Long-legged straddle carriers buzz up and down the wharves at the Port of Los Angeles bringing or taking away the huge cargo vans stacked in the holds and on the decks of visiting vessels. The unitized way of shipping goods is taking over in the ocean freight business throughout the world, and Los Angeles Harbor is well equipped to handle the giant containers.

## Ben Nutter named AAPA President

Oakland, Calif. (Progress, November, 1974):—Ben E. Nutter, Executive Director of the Port of Oakland, was elected President of the American Association of Port Authorities last month at the 63rd Annual AAPA Convention in San Juan, Puerto Rico.

During the past year, Nutter served as 1st Vice President of the Association, and was a member of the Executive Committee and three standing committees. He becomes the 57th President of the Association of seaport administrators. He succeeds C.S. Devoy, Executive Director and General Manager of the Port of Galveston.

Nutter joined the Port of Oakland in 1957 as chief engineer. In 1959, he was appointed assistant executive director and chief engineer and assumed his present position in 1962.

He began his career prior to World War II, and worked with the Army Corps of Engineers in Hawaii as a civil engineer in military airfield and fortification construction, flood control and port and harbor development.

From 1952 to 1953, he served as assistant manager and assistant chief engineer of the Hawaii Board of Harbor Commissioners. The following year he was appointed Superintendent of Public Works by the governor of Hawaii, and in that position Nutter supervised planning and construction for the Hawaii Aeronautics Commission, as well as served as chairman of the Board of Harbor Commissioners and as Harbor Engineer.

Nutter is a director of the International Association of Ports and Harbors and chairman of that association's Committee on Containerization and Barge Carriers.

Other officers elected at the AAPA Convention were: A.M. Eschbach, Director of Development Services, Port of Portland (Oregon), 1st Vice President; Thomas T. Soules, Port Director, Port of Boston, 2nd Vice President; and N. Beshwaty, Port Manager, National Harbours Board, Montreal, Canada, 3rd Vice President.

## New executive director named

Portland, Oregon, November 13 (Port of Portland News Release):—Lloyd Anderson became executive director of the Port of Portland today, as commissioners honored outgoing director Edward G. Westerdahl 11 with a resolution citing his "untiring efforts, invaluable services and many accomplishments for the Port, the Port District and the region."

Westerdahl was named executive director November 16, 1970, by Gov. Tom McCall upon the merger of the Port of Portland and the Commission of Public Docks. He will leave the Port November 16 to join John Pihas and Ron Schmidt in a management-consultant, public relations firm.

"Aided by his counsel, direction and zeal the Port of Portland has become a dynamic force in promoting the interests of greater Portland, the State of Oregon and the Pacific Northwest," the resolution stated.

Westerdahl said, "I think the Port is headed in the right direction, and Lloyd (Anderson) and others will do great things in the years to come."

In other action at its regular monthly meeting, the commission:



San Francisco, Calif., 12/30/74 (San Francisco Customs Brokers and Freight Forwarders Association):—UNDER SOMBRERO and behind the beard lurks a Mexican Santa Claus, welcoming guests to the San Francisco Customs Brokers and Freight Forwarders Association annual Christmas party. Among VIP guests were (left) Robert Sunkel, district director, Federal Maritime Commission, and district director of Customs, George Brokaw. Association president John Sundfelt (right) of Frank P. Dow, Co., assisted "Santa" Armanda Galaviz of Mittlestaedt, Galaviz, and Mylin.

— Approved entering into a labor agreement with the District Council of Trade Unions representing 95 electricians, carpenters, operating engineers, machinists and general maintenance personnel at the Swan Island Ship Repair Yard and Portland International Airport. The agreement sets forth wages, fringe benefits and working conditions through June 30, 1977. The wage hike equals \$1.70 per hour over the three-year period, and represents an increase of about 30 per cent;

— Awarded a contract to FMC Corporation for the purchase of four new shuttle buses to serve passengers going between the parking lot and the terminal at Portland International Airport. They will make the 1.2 mile course every four minutes.

## Offshore drilling in South Bay

San Diego, Calif., November 29 (Port of San Diego News Release):—Strange as it may sound, offshore drilling will commence in the South Bay next month. It was announced by C.R. Campbell, Chairman of the Board of Port Commissioners, that miniature or soil test drilling for scientific purposes was authorized off Chula Vista beginning December 3 by commissioners at Tuesday's meeting.

The drilling is part of a study authorized to determine the feasibility, method, and costs for construction of an island wildlife preserve in South San Diego Bay.

Biological reconnaissance at a cost of \$4,700 is to be conducted by the firm of David D. Smith and Associates, Marine Biological Consultants. "Which means that other agencies concerned with the bay's environment require samples from the area to be dredged before approval can be given for us to use this material in a planned wildlife refuge island," Campbell noted.

"We've committed \$60,000 for the overall study of the wildlife preserve but need a go-ahead from several agencies before we can proceed," he added. The District is seeking environmental agency approval for the wildlife refuge as part of its master plan for the entire South Bay. Construction of the island is planned in conjunction with dredging

of the small boat harbor so that a recently constructed ramp can be utilized by the area's boaters.

"Efforts such as this are means by which the Port District can preserve the ecological balance. Certainly \$4,700 is a comparatively small cost when it can prove to be highly significant for both recreational and environmental groups," Campbell explained.

Quality of the mud will be inspected by the consultants and results passed on to all concerned agencies prior to its use in the artificial island planned as a refuge for plant, aquatic and bird life of the South Bay.

Dredging of the boat basin is required to insure full use of the \$1,500,000, 10-lane launching ramp completed there in 1972 by the District, he also noted.

## Seattle leads West Coast in China trade

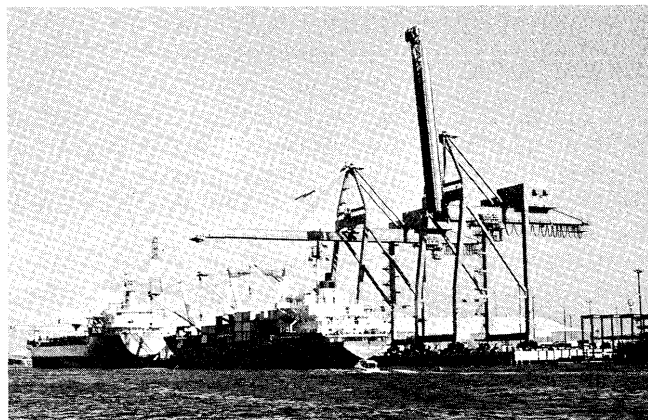
Seattle, Washington (Port of Seattle Reporter, November, 1974):—Seattle led all other West Coast ports in the value of its trade with the Peoples Republic of China in 1973, reports Vac Breindl, assistant director of Planning & Research Dept. This was due largely to sizeable wheat shipments, together with export of Boeing engines and spare parts.

Exports to the PRC via Seattle totaled 306,247 tons, with a valuation of \$49,988,000.

## Two high speed container cranes

Tacoma, Washington (Port of Tacoma News Release):—Two high speed container cranes purchased from Ishikawajima-Harima Heavy Industries through The Mitsui Trading Co. are now in full service operation at the Port of Tacoma in Tacoma, WN. The cranes have a capacity of 40 tons each.

The new cranes are located at terminal four on a 360 meter concrete wharf. Terminal four is dedicated to the



handling of containerized cargo with ten hectares of backup container storage area. It also contains a 15,000 square meter warehouse for break-bulk cargoes.

Immediately adjacent to terminal four is a recently completed four hectare container freight station with 20,000 square meters of warehouse space.

The Port of Tacoma now has a total of three IHI cranes in operation. The first IHI crane was purchased for ore unloading operations at terminal seven, and was the first Japanese crane purchased by a United States port.

At terminal seven a 270 meter concrete wharf has recently been constructed. The completion of this facility extends the available berthing space for ocean vessels at terminal seven to 810 meters. The 270 meter concrete wharf will be supported by eight hectares of paved cargo storage area and a 50 ton capacity multipurpose crane.

In August, 1973 the Port of Tacoma opened a new 60 hectare terminal designated the "Pierce County Terminal Complex". At the present this new terminal consists of a 240 meter concrete wharf and 15,000 square meters of warehouse space. An additional 180 meters of concrete wharf and 20,000 square meters of warehouse space will be completed in 1975.

## Director of seaport division

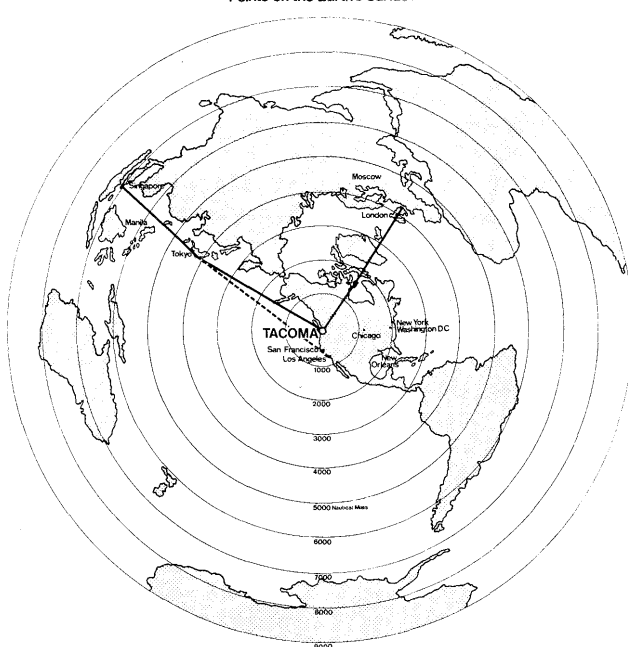
Toledo, Ohio, December 18 (Toledo-Lucas County Port Authority):—Frank E. Miller, former manager of operations for the Toledo-Lucas County Port Authority, has been appointed to fill the newly-created position of director of the seaport for the port agency. His selection was announced by John A. McWilliam, Port Authority general manager, at the agency's December 13 meeting of the board of directors.

In his new position, Mr. Miller will be responsible for all operations related to the Port Authority's seaport division. He has been associated with the Port Authority since 1961.

"Frank Miller's contributions to the Port of Toledo's excellent cargo handling operations have been immeasurable. He is a high caliber person capable of the responsibilities inherent in running a major world seaport," said Mr. McWilliam.

Mr. Miller possesses a port industry and heavy construction trades background that began in 1946. The new seaport director originally joined the Port Authority on a temporary basis to help in the design and construction of "Big Lucas," the Port of Toledo's world-famous gantry

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crane. Electing to remain with the port, he served as supervisor of port site operations until he was promoted to manager of operations in 1969.

A native of Marion, Ohio, Mr. Miller has been a resident of Toledo since 1948. He resides with his family in southwest Toledo.

## Antwerp car traffic

Antwerp, 6/9/1974 (Press Release, Port of Antwerp Promotion Association):—Technical publications recently published information regarding the transfer from Antwerp to Flushing of a part of the car traffic. The information referred, more in particular, to the traffic of Toyota cars bound for Britain.

The Antwerp port circles do not consider this situation to be dramatic. On the one part, this transfer merely affects 5% of the total car traffic; on the other part, the future evolution of the sector in question is viewed with confidence, thanks to the services and conditions offered by Antwerp.

Some ill-feeling, however, is being felt in the Belgian port regarding the statement delivered by the spokesman of a British insurance office as to the so-called reasons that are at the basis of this traffic shift. The latter should namely result from damage to the cars in Antwerp.

This statement was wrong, both from a deontological and from a transpor-ttechnical aspect. This was clearly brought to light by an investigation held by the Port of Antwerp Promotion Association (ASSIPORT). The main inducement to the investigation was the fact that for years Antwerp has been the principal turntable in Europe for the sea-borne inward and outward movement of cars, regarding which the port wants to uphold its good reputation. In this respect, it may be stressed that Antwerp handled over 600,000 cars last year i.e. an average of 1,700 units per day.

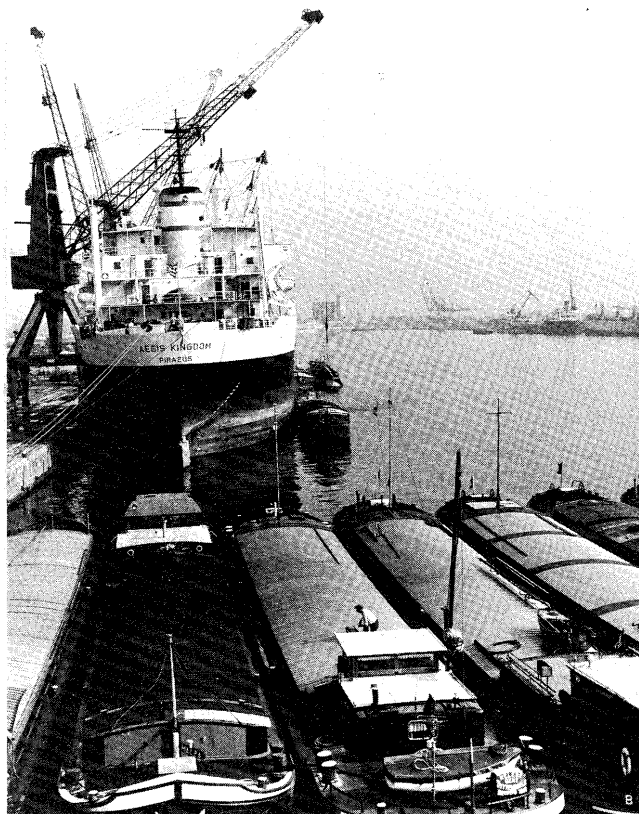
The investigation has shown that the comparison made between Antwerp and Flushing regarding the handling and surveillance of cars had been purposely distorted. A comparison was simply not feasible by reason of the fact that the said Dutch port cannot look back yet upon any reference period on the subject.

Also in the field of car traffic Antwerp has organized itself "professionally", the results of which are being translated by the above figures. The availability of specialized labour (important to ensure a good and safe service) also contributes to the success of the port on the river Scheldt.

The port of Antwerp did pay attention specially to the problem of damaging and pilferage, which seems inherent to this traffic. This clearly appears from a written statement delivered to the Port of Antwerp Promotion Association by the insurance brokers Henrijean & Co. The latter act as insurance brokers for Toyota importers in 12 European countries and are consequently well placed to provide an opinion in respect of claims arising in European ports.

It results from the statement of Messrs. Henrijean & Co. that the situation in Antwerp in recent years evolved to such an extent that these brokers were able to substantially reduce the marine insurance premiums. To be complete, it should be added that British and Netherlands interests do not come under this profitable arrangement.

The aforesaid brokers ascribe this favourable situation essentially to an efficient "loss prevention programme" as



Port of Ghent (Belgium):—Direct transshipment of food stuffs from sea-going vessel into barges.

prepared by the specialized port enterprises in close conjunction with representatives of the shipping companies concerned, which programme gave inducement to very special efforts being made for cars handled and stored in Antwerp being protected to the utmost from pilferage and damage.

The car terminals (dealing with 90% of the traffic) are being watched round the clock in accordance with a methodically developed system based on fenced-in and permanently lighted parkings and a squad of watchmen in attendance during 24 hours a day, inspecting the parkings at regular intervals and which is in radio-telephonic contact with the harbour-brigade of the local police and with the Gendarmes. Just one figure: the greatest car terminal in Antwerp meets staffing expenses exceeding 18.5 million BF (£200,000) per annum for the protection and surveillance of its premises, sites and parkings.

As a general conclusion drawn from the investigation made by the Port of Antwerp Promotion Association it appears that the (restricted) traffic transfer is to be regarded as a fluctuation in the international flows of transport, also that the causes of it shall rather be sought beyond those (not quite "unprejudiced") quoted by the English underwriter.



## Ten-man Board takes over

Glasgow (Clydeport News, October, 1974):—Clydeport is operating under a new constitution from 1st October with a ten-man Board in place of the 16-strong Authority which has controlled the affairs of the undertaking since 1966.

Not only the number but also the make-up of the Board is changed. In the past, Managing Director, Mr. J.P. Davidson, was the only executive Board member. Now there are "four" working members: three from management and one docker.

Previously, Authority members were appointed in the main by local interests, such as Glasgow and Greenock corporations and chambers of commerce, the Glasgow and Clyde Ship Owners' Association and the Clyde Shipbuilders' Association.

The Chairman, Managing Director and six non-executive members drawn from an appropriate range of expertise and experience have now been appointed by Mr. Fred Mulley, Minister for Transport in the Department of the Environment.

Two further executive members have been appointed by the Board at its first meeting.

The New Board is chaired by Mr. A.G. McCrae, C.B.E., who has been the Authority's Chairman since Clydeport was formed in 1966 and is also Chairman of the British Ports Association.

New constitutions of a similar nature are being introduced in a number of ports throughout the country.

## Marine "litter louts" condemned

London, 5th December (PLA News):—Lt. Comm. Paul Satow, Port of London Authority River Superintendent, calls on all mariners to join him in condemnation of marine "litter louts" and to co-operate in the prevention of pollution of river and dock waters by flotsam and jetsam. He described the problem of driftwood, man-made fibre ropes and plastic articles floating in the tideway and docks and said:

"These are floating hazards which may well endanger passengers and crews of pleasure craft and small ships by fouling propellers, blocking intakes or damaging hulls".

Speaking at a one-day conference in London organised by the Institute of Marine Engineers on 5th December, Commander Satow described the strenuous and continuous conservation efforts of the PLA which had brought about such an improvement in the quality of Port Waters that 74 varieties of fish now abound. This was the achievement which PLA passed to the Thames Water Authority which was formed last April and took over pollution control responsibilities on the tidal Thames. But the driftwood problem remains and PLA seek to combat this, as well as oil pollution of Port Waters for which PLA have special powers. A recent successful prosecution resulted in a £2,500 fine plus costs.

Commander Satow described arrangements and facilities provided in the Port of London for ships to dispose of rubbish to special barges or ashore and the services available for oily wastes, slops and residues. He referred to a new and interesting enterprise planned by F.T. Everard & Sons Ltd., on the Thames side at Greenhithe for an installation to re-cycle tanker wastes and residues.

A more intractable problem is presented by inorganic chemical wastes or residues which demand expensive plant to build, maintain and run so that they may be treated ashore rather than dumped at sea. While it would be a relatively straightforward matter to meet the proposed IMCO requirements for ships' domestic refuse, oil wastes and residues, Commander Satow declared that the costly complex arrangements needed to process inorganic chemical substances ought to be provided by the industry concerned, or some specialist agency, who could conceivably retrieve some products. The Port Authority could co-operate in planning for adequacy and location.

## More major expansion at Hull

London, 21 October (B.T.D.B.):—A major redevelopment has just been completed by the British Transport Docks Board at Hull involving an expenditure of over £2.5 million. It extends the existing terminal facilities provided at King George Dock for North Sea Ferries Ltd—and represents the latest stage in a multi-million pound expansion programme undertaken by the Board over the past ten years to make Hull one of the country's leading unit load ports. It will be officially inaugurated by Her Royal Highness the Princess Margaret, Countess of Snowdon, on Wednesday, October 30th, 1974.

The project has been designed and developed to cater for the new 12,500 gross register ton second-generation ships and extended services to Rotterdam and Zeebrugge being introduced by North Sea Ferries—and provides one of the most up-to-date terminals for the speedy and efficient handling both of freight and passengers.

The total terminal area is now 14.5 hectares (35 acres). There are four roll-on/roll-off berths—two for freight and passengers, two for freight only—enabling up to four vessels to be worked simultaneously. Over 12.1 hectares (30 acres) are now available for marshalling freight vehicles and passengers' cars. Two buildings, with a total area of 16,120 sq. metres (173,510 sq. ft.), provide covered accommodation for cargo and customs inspection.

For passengers travelling with cars a new terminal building, covering 1,520 sq. metres (16,361 sq. ft.) has been built. A second terminal building occupying 2,270 sq. metres (24,433 sq. ft.) is provided for passengers travelling without cars and is linked directly to the vessel by covered walkways incorporating a modern passenger conveyor. Both terminal buildings offer attractive lounges and buffets, and have extensive customs and immigration facilities providing for the rapid movement of passengers embarking and disembarking at Hull. Other features of the terminal include two banks, and RAC, AA and Tourist Board offices.

An integral part of the scheme is the provision of new road access to cater for substantially increased traffic flows.

## A LEADING ROLE IN UNIT LOAD DEVELOPMENT

The original terminal on King George Dock's No. 5 Quay was built in 1965, and marked the start of the important part played by the British Transport Docks Board—and the port of Hull in particular—in the development of the unitisation method of cargo handling which has revolutionised road and sea borne transportation over the past ten years.

Since then the Docks Board has invested over £20

(Continued on page 42)



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(Continued from page 40)

million in Hull. The port is now equipped with ten unit load berths accommodating thirty-one regular weekly sailings to the main ports of the near Continent and Scandinavia. North Sea Ferries' annual freight traffic alone has grown to some 1¼ million tonnes, and overall the port's performance has steadily improved over recent years. Total traffic in 1973 reached 6½ million tonnes, an increase of 11 per cent on 1972. Of this, 2.7 million tonnes was unit load trade. So far this year Hull has maintained this high level of activity—traffic during the first six months showed a 12 per cent increase on the same period last year.

#### FUTURE EXPANSION

The completion of the M.62 next year will much improve road communications to and from Hull, and will increase the port's attraction for traffic from a wider area of the Midlands, North West and Scotland, in addition to the port's traditional hinterland. These developments are expected to bring about further expansion of port facilities at Hull.

### On reorganisation of the ports

London, 25 October (B.T.D.B.):—The British Transport Docks Board have now submitted to the Government their views on the proposed reorganisation of the ports. This is in response to the consultative letter sent out by the Government to a number of interested parties in August of this year.

The Board have said that, given the Government's intention to take all commercial ports and cargo handling activities into public ownership and control, they support in general the method by which this objective is to be achieved. In particular they agree with the Government's proposal to maintain existing port authorities as separate entities, and the proposal that ports should continue to compete on service and on price. The Docks Board say that they consider that the maintenance of competition will help to foster efficiency.

The Board have also told the Government that they will wish to make the maximum contribution to the future development of the ports industry, and have pointed out that they already operate a comprehensive system of ports, with strong financial control from the centre but also with local management given considerable local initiative.

With regard to the proposed national ports authority, the Board have emphasised their view that, whatever the role of any central authority, individual port authorities should be allowed to retain an appropriate measure of control on capital investment decisions. Otherwise they believe that port authorities will be unable to discharge their responsibility of promoting efficiency in a competitive environment. The Board have also suggested that if a national ports authority is set up its members should include adequate representation from the individual port authorities.

Commenting on the Board's views, the chairman, Sir Humphrey Browne, said: "The Docks Board has demonstrated its ability to operate ports both profitably and to the satisfaction of port users, for as our annual report shows, it has gained an increasing share of the nation's seaborne trade. With the retention of the Docks Board as a competitive enterprise, we are confident that we can

maintain the progress which has been achieved in recent years, by the combined efforts of our employees throughout the organisation."

### New Hull/Leningrad Roll-on/Roll-off cargo service

London, 28 October (B.T.D.B.):—A new roll-on/roll-off cargo service between Russia and Britain began today (Monday 28 October) with the arrival of the Russian ferry "Inzener Machulsky" at Queen Elizabeth Dock, Hull, on her maiden voyage from Leningrad.

The vessel's first cargo consisted of 326 Russian-built Lada cars, 180 tonnes of aluminium on pallets, and seven 20-foot containers of general cargo.

The British Transport Docks Board have made a regular berth available to the Baltic Shipping Company on the south side of Queen Elizabeth Dock for the new service, which will operate on a 14/16 day frequency. Berthing facilities will allow for the handling of all types of units, by both roll-on/roll-off and lift-on/lift-off methods.

A spokesman for the Docks Board at Hull said that it was anticipated that when the service was fully operational about 200 cars, and up to 68 containers and 100 trailers would be discharged on each voyage. A similar number of export units were expected to be loaded.

Stevedoring will be carried out by the Docks Board's subsidiary, Hull and Humber Cargo Handling Co. Ltd., and the local shipping agents are Cutting and Co. (Hull) Ltd.

### Le Havre Flashes

Le Havre (Port of Le Havre Flashes, October and November, 1974)

#### The ships that call

Between 1967 and 1973 the number of movements involving passenger liners dropped from 525 to 290, while carferry movements went up from 1,611 to 4,650. Tanker movements increased from 2,779 to 2,985 and those of ore-carriers from 112 to 223. The number of movements concerning other specialized vessels rose from 462 to 1,959. Between 1971 and 1973, freighter movements increased from 5,925 to 6,273 while the containership figures went up from 1,008 to 2,063. Prior to 1971 these two categories had been considered together.

#### The Trans-Siberian reaches Le Havre

On September 12th the Russian containership F. Gaylis arrived from Riga with six Japanese containers which had been carried right across Russia to the Baltic along the Trans-Siberian railway. They contained spare parts for Japanese cars. Ports like Le Havre are in a position to take full advantage of the growing coordination between rail and sea transport, which is bound to increase still further in future.

### Sister ports in action

Amsterdam (Haven Amsterdam, November, 1974):—"It's a story which started between friends", according to Junus Effendy—"Fanny" to his many friends around the world—Habibie, Port Administrator of Tanjung Priok, in describing the sisterport relationship between his port and Amsterdam.

(Continued on next page bottom)

# Maasvlakte Oil Terminal, Rotterdam-Europoort



Rotterdam-Europoort, 11 December, 1974:—This photo shows the newly opened MOT (Maasvlakte Oil Terminal) for crude discharge built on the area reclaimed from the North Sea at the mouth of the Maas River. The MOT will ultimately comprise 100 tanks, with a total capacity of 13 million tons. In the foreground is seen the VLCC “United

Overseas I” (227, 245 tons deadweight) at berth, and in the background is seen the new port entrance marked by the two new portlights, put into operation by Burgomaster Thomassen as one of his last official deeds before his retirement on October 31, 1974. (Photo by Bart Hofmeester)

‘The most important thing is a good relationship,’ said the affable Habibie. ‘Why?’ and answering his own question, he went on: ‘Port people wherever they are face the same problems, but often there are different solutions to these depending upon the conditions and the ports.’ Waxing the poetical, Mr. Habibie noted: ‘The tunes are the same whether you play with a small piano or a large organ.’

The story started really centuries ago with the Dutch East India Company which traded spices and other goods from the Indonesian archipelago to Europe. But it had its practical start in Jakarta in 1969, when Amsterdam Port Economist Dr. Hans de Roo visited as part of a Dutch development aid programme.

Dr. de Roo was born and raised in Indonesia, and according to Mr. Habibie understands the Indonesian way

of thinking. Mr. Habibie, conversely, was born and brought up in Indonesia but had a ‘thoroughly Dutch’ upbringing, thus he understands Dutch thinking. The two men met at that time (Mr. Habibie was then the Assistant for Security of Indonesia’s 3rd Maritime District; in 1970 he was named deputy administrator of Tanjung Priok, assuming the top post two years later), and the foundations for the sisterport relationship were set.

It was in 1971 at the biannual meeting of the Indonesian and Dutch Governments on Economic Cooperation that both ports were invited to start a sisterport relationship.

Reasons for the move included:

- the existence of a regular trading route between Europe and Indonesia via the two ports.
- it was of mutual interest that both ports render efficient

and fast services to foster this trade.

- Tanjung Priok had recently been appointed pilot project in the port improvement scheme of the Indonesian Government.
- Amsterdam was the major Dutch port for Indonesian goods.

But according to Mr. Habibie, there are stronger, underlying reasons. Tanjung Priok chose Amsterdam as its partner in the intra-governmental project. 'The friendship of the people and the historic ties made any relationship easier', he explained. 'Amsterdam worked with Batavia—the old name for Jakarta—for centuries and Tanjung Priok serves as Jakarta's port.'

Formerly, the tea and tobacco auctions were held in Amsterdam, so we were basically and historically handling much the same cargoes.

'Amsterdam was the right size, a sisterport relationship with Rotterdam would be reaching too high, it's like a 10-year-old boy taking his problems to an old man, his advice would be too advanced for us, Mr. Habibie said. 'The sisterport relationship is on the level of settling day-to-day problems.

We write each other very informal letters and never hesitate to pick up the phone to ask the advice of our counterparts and colleagues in Amsterdam. I deal with Amsterdam's deputy managing director, Rob Stapel. Our relationship is based on understanding and appreciation.

'I know him as 'Rob' and he calls me 'Fanny'. I always say to him when he's in Indonesia, 'Rob, come and look at your port.' There is a moral responsibility, not just a financial one. Amsterdam and Tanjung Priok people are colleagues and friends. It's not a case of giving advice, sending a bill and it's all over. Amsterdam people have satisfaction in the progress of Tanjung Priok,' Mr. Habibie said.

Discussing the problems of the developing countries, Mr. Habibie said: 'We must cope with the race between the development of the economy and the development of facilities. You can sign a contract in three minutes but you cannot build a port overnight. Tanjung Priok is above its capacities now—ahead of time. We had projected that we would reach the level of 5 million tons a year in 1975, but we topped that figure last year. 'We can't stop the flow of cargo while we catch up and here the sisterport relationship works best. The problems raised in upgrading facilities and improving efficiency are solved with the help of our friends in Amsterdam. They tell us the technological possibilities and we decide on the implementation.

'The growth of our port is due to the great growth of industry in the Jakarta area which is largely the work of our Governor, Ali Sadikin, who is very active in promoting Jakarta as an industrial area, with emphasis on semifinished and finished goods for export. We have a large labour pool and this brings in new industry.

'Also, our facilities are better than rival ports and it is easier to clear the paperwork in Tanjung Priok. But our growth has been accomplished to a large extent through the help of our friends in Amsterdam. It's a relationship that is based upon real friendship and therefore it works.'

## Containerisation development

Lisbon, 10 December, 1974 (Administracao Geral do Porto de Lisboa):—The container traffic in the port of Lisbon has been revealing a growth of about 24 per cent in relation to the last year, both in the number of containers and in the tonnage of goods.

The registered amounts, up to the end of October 1974, are the following:

	Unloaded	Loaded	Total
No. of containers (TEU)	31,576	29,538	61,114
Goods (metric tons)	261,105	209,106	470,211

As to containers in transit (the most part of which proceeding from or consigned to Spain), it was noticed an increase of nearly 30 per cent respecting 1973.

The maritime works to enlarge the Santa Apolonia container terminal proceed at a good rhythm and they comprehend the construction of a quay long of 500 metres with a close minimum water deepness of 12 metres.

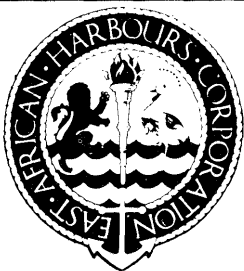
Recently, the Port of Lisbon Authority (AGPL) has ordered, for container handling, three Paceco transtainers, and it is preparing the tender for one more gantry-crane to equip the new container terminal.

The total expense on the purchase of the three transtainers and the new gantry-crane is estimated in 90 million escudos (3.6 million US dollars).

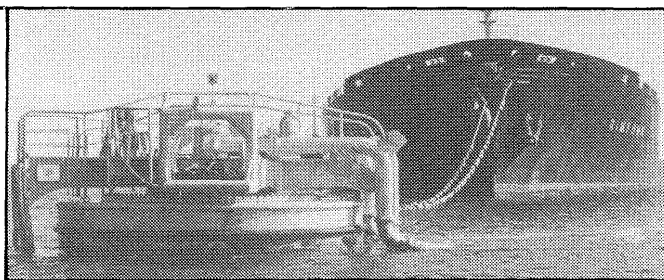
## Abu Dhabi

Abu Dhabi (The Gray Mackenzie Monthly Bulletin, October, 1974):—Trials have been completed on the world's largest Hovercraft 859 tons "SEA PEARL" which was built in Abu Dhabi. The craft has been designed by the British firm Mackley Ace Ltd. of Southampton to the requirements of Eastern Bechtel Corporation of U.S. and Chiyoda Chemical Engineering Company of Japan who are building the LNG Plant of Das Island for Abu Dhabi Gas Liquefaction Company. The craft will be employed to carry massive pre-fabricated sections up to 250 tons. It will travel the 110 mile sea-crossing to Das Island in about 12 hours.





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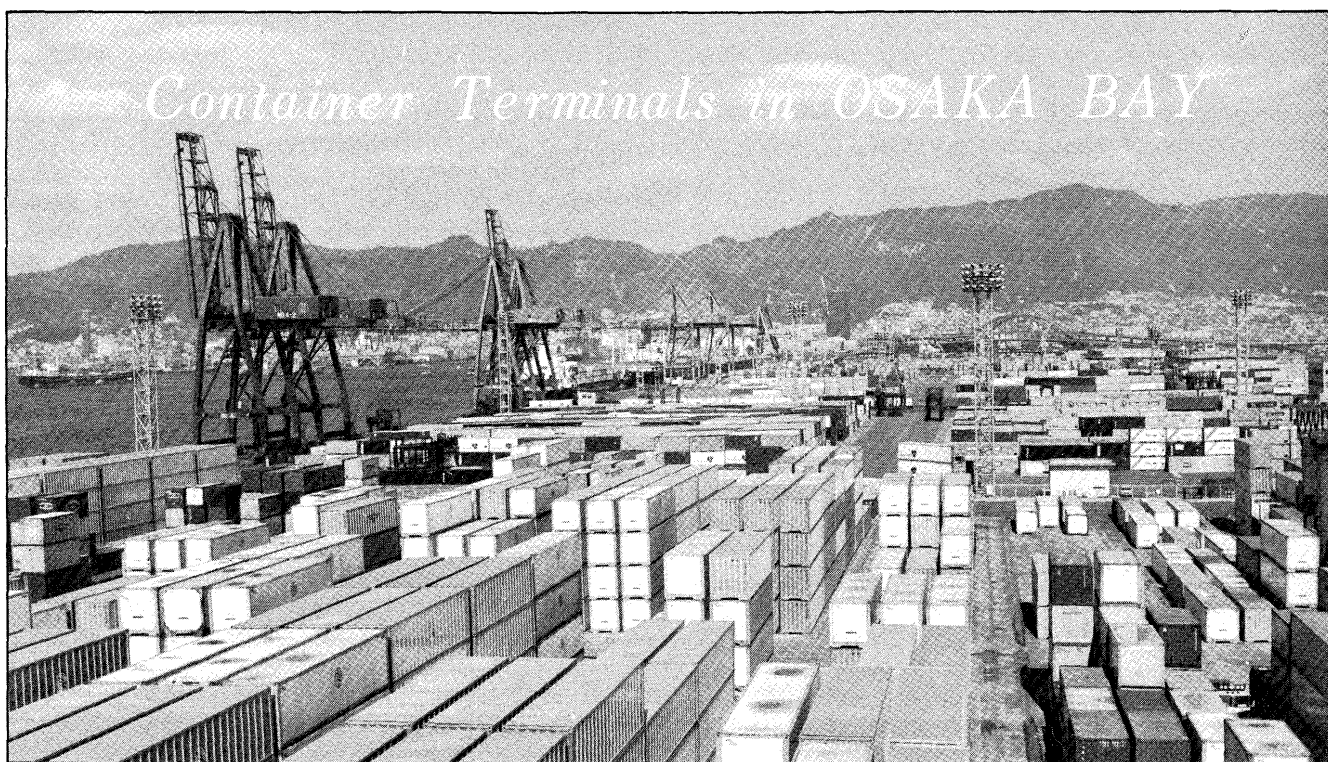
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# An investment in safety

Melbourne (Melbourne Harbor Trust Port Gazette, August, 1974):—

The Port Emergency Service of the Melbourne Harbor Trust, or the PES as it is known within the Trust, is a service which can only be described by the use of the word **UNIQUE**.

The Service fully deserves such a description for two reasons:

- It is responsible for the safety of the port, in providing a tight protective cover over the entire 10½ sq. miles of land and water under the jurisdiction of the Commissioners.
- It operates in the RED, and though costing one and a half million dollars to maintain last year, the Commissioners consider the service a gilt edged investment in safety.

The origin of the PES goes back to World War II when the danger from sabotage was very real. It was formed as part of the national defence system and proved so successful in helping to safeguard the Port that it was decided to continue the service in peace time.

Charged with the security and safety of the Port the Commissioners realised that the continuance of the PES would enable them to provide a service which would minimise loss of life, loss or damage to property and equipment, thereby ensuring the smooth running of the Port.

The Port of Melbourne has justly earned a world wide reputation of a safe port, a reputation steadily built up and maintained largely through the PES, which concerns itself with the safety of the Port and everything within its boundaries, by being on guard against and able to deal with any emergency which may arise.

To fully appreciate the vital role played by PES in providing a safety cover it must be realised that it helps protect a capital investment in excess of \$120 million, to which must be added (on an average day to day basis), a further \$500,000,000 in ships and their cargoes and last, but by no means least, it looks after the safety of over 10,000 people working directly in the Port as well as a "floating" population than can and does on occasions increase to 20,000.

To cope with the diversity of operations the PES is divided into three sections:—

- Emergency section to handle fires, rescue and emergency operations.
- First Aid.
- Security.

The Emergency section comprises the major force of the service and its 11 officers and 56 highly trained men are well versed in all aspects of fire and other emergency procedures, including diving. They also provide patrol and watching facilities of known hazardous cargoes and enforce safety regulations, particularly in respect of bulk inflammable cargoes.

The operative word for the Emergency section is Maintenance. The Trust has within the confines of its

boundaries some 2,500 portable extinguishers, over 600 fire hydrants and approximately 250 hose boxes and hose reels connected to water supplies, strategically located, which are constantly checked to ensure that no breakdown or malfunctions occur when needed in emergency.

Each ship entering the Port of Melbourne is supplied with a small handbook which sets out the facilities provided by the PES and the safety requirements. Emphasis is placed on the lists of hazardous cargoes which must be submitted 48 hours in advance of the goods arrival in the Port.

In most ports 25% of all fires are attributable to welding, cutting or burning. In the Port of Melbourne their percentage has been reduced to about three per cent due to strict policing by the service to ensure that all necessary safeguards are undertaken when "hot" work is in progress.

The PES has played a significant part in the development of these safety regulations.

Other important duties involve enforcement of Trust regulations including policing of hazardous cargoes and tankers. Prohibited smoking in sheds and wharves. Control of chemical leakages and spillages.

New structures, re-construction, modification or additions to Trust properties and properties built on Trust territory are also subjected to careful examination of Fire Precautions and protection, which in most instances, are often more stringent than those applicable under Building By-laws or Local Legislation requirements.

Training of new recruits is rigid and thorough and includes the following:—

- All aspects of fire fighting from use of hand extinguishers to heavy pumping units and large scale foam appliances.
- Subjects allied to or directly concerned with fire prevention and fire fighting, including chemistry and chemicals, hydraulics, building constructions, ship construction, pump operation.
- Hazards and safety precautions involved with petroleum, sprinklers, fire alarms, fixed foam, CO2 and similar installations, communications and radio procedures.
- Handling and driving cranes, forklift trucks, front end loaders and all form of vehicles.
- Rivercraft and fireboats.
- Rescue methods and all forms of breathing apparatus, first aid, resuscitation and artificial respiration, skin diving and all forms of underwater work including oxyhydrogen equipment and compressed air underwater tools and explosives; hydraulic breaking-in tools, ramset guns, line throwing rockets and salvage work.
- Safety regulations and their enforcement.

The First Aid section consists of two officers and 11 men located in strategic areas of the Port. Four mobile First Aid units are fully equipped to render on the spot treatment for most injuries from grit in the eyes to multiple fractures. The units are fitted with two-way radio and housed at three station centres equipped as First Aid or Dressing Stations. In addition Medical officers are on call to back-up the personnel who are either fully qualified First Aid men or hospital trained Orderlies.

The Security section is manned by four officers and 57 full-time men. The function of this section is the enforcement of the Trust's Act and Regulations and prosecution for offences under such Act and Regulation which refer to



such things as control of traffic and crowds, trespass, wilful damage and interference to Trust property, smoking in prohibited places, depositing of rubbish, offensive behaviour and the checking of cargo and persons leaving the Port area through the gates. They also perform patrol duties throughout the Port area paying particular attention to thefts and interference with cargo, which if detected, are passed on to the Victoria Dock Police.

The Security section was "created" in 1965 to provide an efficient uniformed body of men to carry out gatekeeping, traffic and watching duties and enforce Trust's Regulations.

Prior to the formation of this section, gatekeeping, traffic and watching duties were carried out by a small number of permanent employees supplemented by labour on an overtime basis from other Trust Departments and semi-retired personnel. These part-time men were issued with a dust-coat and cap, received no specific training, and were not a recognised organisation.

The Chief Security Officer and the Assistant Security Officer are experienced prosecutors and conduct the majority of Trust cases brought before the Courts by the Service.

Between 1/7/73 to 30/6/74, 216 offences were the subject of prosecution under Trust Regulations for such offences as—smoking in prohibited places; excess loads; small craft impelling the progress of large vessels; dumping of rubbish (in a recent hearing a defendant was fined \$40 for depositing a pig's head on Trust property).

The section, however, is best known for the role it has played in fighting pollution within the confines of the Trust.

For more than a decade the Trust has carried out a lone battle against pollution of the waters under its control. The Security section has relentlessly tracked down and prosecuted offenders and charged them for the offence under the Navigable Waters (Oil Pollution) Act 1960 which carries a maximum fine of \$50,000. Cleaning and mopping up oil spillages are undertaken by the Emergency section.

During the period 1st July, 1973 to 30th June, 1974, eight ships' Masters were prosecuted and fined a total of \$6,350, with \$483.00 costs for offences under the Act.

In all of the above cases investigations were carried out by Port security personnel who also prepared briefs of evidence. In the majority of cases prosecutions were conducted by the Chief Security Officer and the Assistant Security Officer.

In conclusion a Port Security Officer can be said to be an extension of a Municipal By-Laws or Traffic Officer who carries out the additional work of security duties.

In addition to the highly trained manpower employed by the Trust in the PES, the Commissioners have spared no expense in equipment, which includes fire tenders, emergency tenders, diving and decontamination tenders, foam tender, a wide range of portable pumps for salvage work. Surface and underwater breathing apparatus, chemical suits, underwater and surface cutting equipment. Oxy-acetylene, oxyhydrogen and power driven tools, mobile emergency lighting units, hydraulic rescue tools, a fire rescue launch, high speed river truck, mobile radio and four First Aid units, resuscitation equipment, portable rescue stretchers and a mobile crane. The Trust's latest oil berth, Holden Dock, is provided with a press button fire fighting

installation and consideration is being given to extend these installations to other oil and petro-chemical berths in the Port area.

As a result of the part played by this service in major disasters which have occurred in the Port area in the last few years a number of its officers and men have been decorated by Her Royal Highness, Queen Elizabeth II.

A number of Port Authorities have from time to time sought information on the work of the PES and which the Trust has readily given.

## Measures taken to ease congestion in the port

Penang, Malaysia (Berita Pelabuhan, Publication of The Penang Port Commission, April 1974):—From late 1973, the Port of Panang experienced a certain amount of congestion due to a substantial increase in the volume of cargo that moved through the Port of Panang. From September to December, 1973, the imports and exports of General Cargo increased by 24.4% compared to the same period in 1972. To reduce the inconvenience to Port users and generally to improve the turn-round of vessels in the Port, the Port Commission has taken certain short, long-term measures. The crux of the problem lay in the slow movement of import cargo through the godowns of the Port and measures were, therefore directed mainly towards tackling this problem.

The following short-term measures were taken:—

1. Consignees were advised by phone and letter to expedite delivery of their consignments from the godowns.
2. Delivery period was extended up to 11.30 p.m. so that more time was provided for consignees to clear their cargo.
3. Measures were taken to auction cargo that was not cleared by the consignees.
4. Long storage facilities were drastically cut down until the situation improved.
5. Measures were taken towards revision of the storage charges. The revised storage charges would soon be implemented.

The Commission has also taken steps to improve the use of godown space by re-organising the method of receiving and delivering cargo.

Besides the above measures to clear the godowns quickly, the Port Commission also provided additional facilities to handle the cargo. These include:—

1. The purchase of 4,000 new pallets in October, 1973 and another 4,800 pallets in March and April, 1974.
2. Orders were placed for 10 new forklift trucks which are expected in May, 1974.
3. Tenders were called and orders would soon be placed for 11 Prime Movers and 22 Trailers.
4. Tenders have been called for the erection of 2 new godowns of 51,000 sq.ft. and 42,000 sq.ft. respectively.

Other long-term projects that are to be launched very soon are the addition of a 6th berth at B'worth Wharves at approximately \$12 million and the construction of a Bulk Cargo Terminal at Prai Industrial Estate at a cost of \$42 million. These two projects are being financed by the Asian Development Bank and pre-qualification tenders have been called.

## Statement by Mr. A. G. Field

### Biography

Chairman of the Townsville Harbour Board is Mr. A.G. Field, who was elected to the Board in 1960 as the Representative of the Flinders Shire Council, becoming Chairman in 1970, and following a constitutional change in the membership of the Board, Mr. Field was in addition appointed by the Government as its representative in June, 1973.

The Townsville Harbour Board has demonstrated a vigorous administration under the Chairmanship of Mr. Field and the executive management of Mr. H.J. Taylor. Redevelopment of the Port, extension of cargo handling facilities, deep dredging and reclamation for industrial use and community purposes have characterised the achievements of the last three year term.

Mr. Field is a Public Accountant by profession, having conducted an extensive practice in Hughenden over a period of seventeen years before returning to Townsville some nine years ago, to join a large firm of Public Accountants, and more recently has acquired a retail business in Townsville.

Apart from the Townsville Harbour Board, Mr. Field has taken an active interest in the affairs of Queensland and Australian Port Authorities.

In December, 1971, he was elected Acting Chairman of the Queensland Harbour Boards' Association on the resignation of Mr. M. Hinchcliff (Chairman of the Rockhampton Harbour Board), who had been transferred to New Zealand by his Company.

At the 26th Conference, held in September, 1972, Mr. Field was elected Chairman of the Association, was re-elected to the position in September, 1973, and again in 1974.

The Association of Australian Port and Marine Authorities elected Mr. Field to the Council of the Association in January, 1972, and he was re-elected by the 23rd Conference of the Association in October, 1972. In May, 1973, Mr. Field attended the Conference of the International Association of Ports and Harbours at Amsterdam as the delegate of the Queensland Harbour Boards' Association and the 11th Conference of the International Cargo Handling Co-ordination Association at Hamburg as the representative of the Townsville Harbour Board. He will be attending the March, 1975 Conference of I.A.P.H. in Singapore.

Mr. Field has brought to the Board extensive experience in the spheres of accounting and commerce, which has been of immeasurable benefit in the period of expansion through which the Board is passing.

**Chairman of the Townsville Harbour Board, Chairman of the Queensland Harbour Boards' Association, and Member of the Council of the Association of Australian Port and Marine Authorities**



Mr. A.G. Field

**17th December, 1974—Press Release from Townsville Harbour Board**

"The growing awareness of Federal politicians and even the realisation by our State parliamentarians that all is not well in the overseas freight handling business, already vindicates the progressive long-term policy of members of the Townsville Harbour Board in providing the Port of Townsville with the best bulk and container handling facilities of any port in Australia.

The clamour which is now going on in Brisbane to build a new port supported by better container handling facilities with access to dispersal areas and interstate and intrastate rail services is significant.

The Townsville Harbour Board has foreseen this need and with the commissioning of our new Port Container Crane sees Townsville strongly challenging Brisbane for cargoes from Japan and other places.

More ships coming to Townsville to load our local products will find a first rate unloading facility available to them for containers destined for Brisbane and other ports, without the additional long sea run from Townsville.



Mr. A.J. Hope, Deputy Chairman of the Townsville Harbour Board—Board member since 1967 and Deputy Chairman from 1970.

Mr. Hope is the representative of the Townsville City on the Harbour Board and brings to the Board expertise on waterside and shipping matters—has attended the Australian Port Authorities' Conference in Hobart 1970 and in Perth 1974. He is the Townsville Harbour Board delegate to the International Ports and Harbours Conference to be held in Singapore in March, 1975.

Mr. Hope has served as Chairman of the Townsville Area of the Australian Stevedoring Industry Authority, and for 11 years has been the Managing Director of Townsville Transport & Services Pty. Ltd., the largest transport organisation in North Queensland, Australia, whose services embrace heavy haulage, storage, warehousing, customs and materials handling.



Mr. H.J. Taylor, F.A.S.A., F.C.I.S. (Aust.), A.F.A.I.M.

- Manager Townsville Harbour Board.
- 41 years of service in Harbours and Port Administration, 12 years as Manager, Townsville Harbour Board.
- attended the International Association of Ports and Harbours Conference in Amsterdam in 1973.
- delegate to International Cargo Handling Association Conference at Hamburg in 1973.
- also made study tour of United States West Coast and Canadian Ports in 1972/73
- in Townsville heads a dynamic team in pursuing a vigorous administration of Port development and control.

Our \$1,500,000 Container Crane Installation, to be followed by supporting port development, has great significance not only to Townsville and North Queensland, but to the State of Queensland generally and in long term, to the whole of the Eastern Coast of Australia.

It is foreseeable in the not-too-distant future that many of North Queensland's import requirements which are at present discharged from overseas ships in Brisbane and then long-haul rail freighted to destinations such as Townsville, Mackay, and other centres, will come direct to Townsville. Members of my Board believe that this fact will make our Port the real 'Gateway to the North'.

We also see a significant amount of import cargo destined for Brisbane itself, being unloaded in Townsville and rail-freighted South, which will provide profitable back-loading for the Queensland Railways which are at present running empty rail wagons back to Brisbane.

When one considers that charter rates for medium sized container ships, such as those plying between Japan and Australia, amount to at least \$10,000 per day, several days of costly time at sea will be saved by discharging at Townsville. Moreover, the turn-around time for the ship at

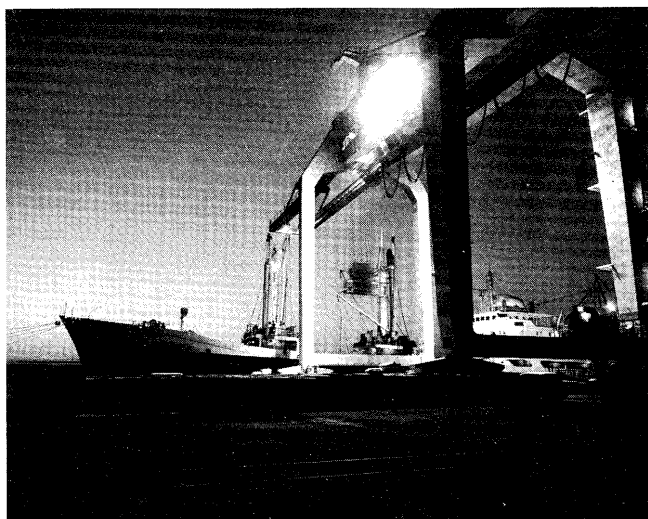
the Port of Townsville, by virtue of our facilities and easy access, will be the fastest of any port in Australia.

All this could well mean that the Queensland Railways may well become the first span of a freighting 'land-bridge' from Townsville to Southern cities. The resulting economies in rail freight to and from Brisbane because of more utilisation, will bring manufacturers in Brisbane closer to Townsville, because our present shipping regulations under which the Australian National Line operates, precludes Brisbane as well as Townsville manufacturers using the economical 'roll-on' shipping service which is only available to interstate shippers.

This situation in fact brings Sydney and Melbourne manufacturers within economical sea freight range of Townsville at the expense of manufacturers in Brisbane.

Recently, Mr. C.K. Jones, Federal Minister for Transport, at Question Time in the House of Representatives, made reference to the handling rate of cargoes at major capital city ports in Australia as being the worst of any ports in the world.

This problem of course, is not only concerning the freight handling facilities on the wharves, but the inade-



Work goes into the night at Townsville, Australia's progressive Northern Eastcoast Port. The Port of Townsville is developing a reputation for quick shipturn around with the commissioning of its new 60 tonne container crane. See front cover also.

quate holding areas for road transports and congestion on roads around the capital cities means that even when containers are unloaded from ships there is a great delay in then getting them to their destination. The problems of cargo handling at the major capital city ports were tremendous and would probably get worse before they got better.

It has been the recognition of this problem which is the basis of the present policy of development for the Port of Townsville now being implemented by the Townsville Harbour Board.

With the commissioning of Townsville's new \$1,500,000 Container Crane to be followed by the reconstruction of the berths adjoining No. 3 Berth where the Container Crane is now located, more than 20 containers per hour can be unloaded and cleared from the wharf area and despatched by road or rail to all points in Queensland.

It is correctly stated that 86% of Queensland's imports were transported by ship and because of the inadequacies of depth in the Brisbane River, larger container ships had to by-pass Brisbane and discharge in Sydney or Melbourne. It was a fact that the State of Queensland is losing substantial trade.

The development of the Port of Townsville can in fact recapture this trade for Queensland and provide in addition revenue for our lagging railways and cheaper goods for decentralised development in Queensland, all of which is in the State's interest."

## The "Total Cost" concept of freight handling

The growth of exports from the tropical North has risen from \$542,000,000 in 1971 to \$1,285,000,000 in 1973 out of a National Australian total of \$6,215,000,000.

The Port of Townsville has geared its planning to cater for continued growth of exports from the North Queens-

land sector and the Townsville Harbour Board have recently commissioned a 60 tonne \$1,500,000 Container Crane to augment the existing roll-on facility, which in conjunction with the extensive sugar and minerals bulk loading, makes the Port of Townsville one of the most versatile ports in Australia.

At the commissioning of the Container Crane recently, it was significant to note the forecasts made by the Hon. Dr. Rex Patterson, Minister for Northern Development and Minister for the Northern Territory, when he predicted that Townsville would become the principal Northern terminal of a land-bridge linking major centres throughout Australia with markets and sources of supply in the North Pacific.

The economic planning for the next ten years recently embarked upon by the Townsville Harbour Board recognises the role of inland transportation to back up the Port's natural and developed advantages. Planning therefore lays emphasis on 'Total Cost Traffic' to augment normal traffic originating or terminating within the hinterland of the Port and for which Townsville would be the closest port.

The 'Total Cost Traffic' concept envisages handling of cargoes for other ports, preferred to be handled at Townsville because costs are at least equal to or less than the natural port of ultimate destination.

To this end, and recognising the greatly increased size of ships, adequate deep water berth dredging has been provided and large land areas have been reclaimed to service the berths with supporting modern shore based handling equipment. It is recognised that a vital factor is the inland transportation, and planning in the area and in Governmental circles, recognise that long term development will largely hinge on costs and efficiency of inland transportation services.

Overseas shipowners interested in trade from Japan, China and from certain West Coast ports in America are now keenly looking at Townsville's geographical position as well as its facilities.

The Townsville Harbour Board has provided answers in the affirmative for the normal shipping priorities:

- An adequate depth of water in the approaches and at the berth with easy clearance of the port
- Availability of a berth on arrival.
- Availability of a pool of regular and efficient labour to work the ship.
- A good terminal layout with ample room behind the berth to facilitate the clearing and securing of cargo.
- Availability of good auxiliary services and equipment.
- Reasonable service and user charges.
- Ships using Townsville on their Australian East Coast port-of-call, can schedule five additional round trips from Japan each year.

The predicted growth of exports through the Port of Townsville for the year 1973-74 brought the total from 995,000 tonnes to 1,141,676 tonnes

Minerals up from 495,280 to 517,865 tonnes

Molasses up from 62,419 to 89,963 tonnes

Sugar up from 363,742 to 484,889 tonnes

Wool up from 241 tonnes to 1,054 tonnes

The effect of the new \$1,500,000 container crane had no bearing on the 1973-74 figures, but already it is evident that Port traffic increases in the 1974-75 year can be

expected in general cargo and meat, plus of course the new potential of nickel to Japan and dross to U.S.A. The near year 1975 will show substantial meat export in refrigerated containers. The nickel from the newly commissioned Greenvale Nickel Project will be shipped as nickel pellets in drums, utilising bulk containers. Lead Concentrate dross will also be shipped in drums in containers to the U.S.A.

The versatility of the new container crane installation is strongly paying-off in the handling of lead. The initial shipment handled by this method with the 'lead-spreader' attachment was of 15,000 tonnes.

Apart from initial 'teething' problems with manoeuvring, the lead spreader was able to 'grab' 30 tonne loads (15 x 2 tonne) slabs direct to ships' hold for precision placement, angled at will through 90 deg. The loading cycle was under four minutes.

The establishment of Townsville as a Port of great significance in relation to closeweight cargoes destined for Asian, Eastern and American Ports is rapidly developing.

Seabridge Australia, through two of their Continental Principals, Koninklijke Nedlloyd by and Messageries Maritimes are also actively engaged in the lifting of this type of cargo to European destinations, and this year will lift 140,000 tonnes of closeweight cargoes in containers in 1974-75.

The Townsville Harbour Board's programme of extended dredgings, wharf development and container crane back-up facilities has already assured that the Port will keep pace with the trade being generated by Companies such as Mount Isa Mines Limited and Queensland Nickel Pty. Ltd.

Shipowners are already showing great interest in the potential reduction of ship turn-around times at Townsville.

The new Conference agreement re meat is of great significance to Townsville and will further increase the container crane utilisation. In the past the majority of meat products were sent by rail or road transport for shipment out of Brisbane.

The advent of containerisation to Townsville and the demand for this form of transport to world markets could mean a greater concentration of meat from Central and North Queensland to Townsville for direct overseas shipment. Some meat Companies are now actually packing frozen meat direct into containers at the works.

The Queensland Government Railways are also gearing up to service the Port of Townsville. The Northern Railway Division comprises a network of 2,560 km of track radiating from Townsville, which is now the administration centre of the Division, operating 290 km South to Bloomsbury, 693 km North to Einasleigh and 965 km West to Mount Isa.

As a further boost to container handling throughout North Queensland extending further South via the National 'Land-bridge' concept, freight rates have been maintained at 1966 level despite general rising costs. Bulk traffic, such as anticipated with expanded container handling facilities at the Port of Townsville, could well qualify for special rail rate considerations. Queensland Railways, not only have kept freights stationery over eight years, but in addition have granted reductions, and these concessions amounted to approx. \$5,000,000 a year.

Imports into Townsville increased in the 1973-74 year by 25% and the trend is accelerating in the first three months of 1974-75 since the commissioning of the

container crane, with a higher rate of increase in general closeweight cargoes of nearly 40%.

Since the last report on the Port of Townsville, an extension of the 2.7 million dollar dredging programme to berths other than the present container berth has been commenced. The container crane is at the moment serving only No. 3 berth, but adjacent No. 2 and No. 4 berths will be reconstructed to extend the crane's operation over these berths. An extension of the handling area will be from 4.5 hectares to 10 hectares in the immediate future with a longer term plan for the provision of a minimum of 30 hectares immediately behind the berth to facilitate the clearing and securing of cargo.

Recently negotiated agreements with the Townsville Branch of the Waterside Workers Federation, giving 24 hour a day 7 days a week operation on the container crane and wharf services, means that Townsville has a pool of regular, skilled and efficient labour to work overseas ships making this their initial Australian port of call.

## New delivery procedure

Penang, Malaysia (Berita Pelabuhan, Publication of the Penang Port Commission, October 1974):—To further improve its services to port users, the Commission introduced with effect from 22nd July 1974, a procedure whereby delivery of cargo from its godowns can be made through appointments.

Initially, this arrangements was tried on an experimental basis in godown No. 9 at Swettenham Pier. This procedure was found to be successful and was extended to cover all the godowns of the Commission from 9th Sept. 1974.

Under this system, consignees wishing to effect delivery of goods will prepare their invoices at the Billing section as at present. They will then present their invoices to the appointments clerk at the Inward Cargo section Penang, for Penang delivery or Inward Cargo section Butterworth, for delivery at Butterworth Wharves and request for an appointment to take delivery of their goods.

The preference of the consignees as to date and time will be met as far as possible and the appointments endorsed on the invoices. On the appointed date and time, the consignees can call with their transport and collect the goods.

The main objective of this new procedure is to reduce the consignees waiting time in the port area. By making an appointment, consignees can make arrangements for their transport as well as clerical requirements. Their unproductive waiting time in the port will be minimised as their cargo will be ready for delivery when they call at the appointed date and time.

## Steady growth of containerised cargo at PSA

Singapore, 30 November (PSA Press Release):—Containerised cargo passing through the Port of Singapore Authority is expected to hit the 2.5 million tonne mark by the end of this year. This is clearly indicated by the rising trend of cargo moving in containers through the PSA since the beginning of the year.

Statistics for the first three quarters of 1974 show that more than 2.05 million tonnes of containerised cargo was handled at the three PSA gateways—Container Terminal,

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Keppel Wharves and Sembawang Port. The amount was handled in 127,388 containers (20 ft equivalents) at the Container Terminal and Keppel Wharves and in 10,276 35 ft containers at Sembawang Port.

This is an increase of about 72% or 855,521 tonnes in the amount of cargo handled compared to the corresponding period for 1973. For the first nine months of last year a total of 1,193,569 tonnes of containerised cargo was handled by PSA.

The PSA Container Terminal had the largest throughput this year with 1.6 million tonnes of containerised cargo. A total of 115,600 containers (20 ft equivalents) passed through the Terminal which is fast becoming a major Container Terminal in this part of the world.

This is an increase of about 81% in the number of containers and 76% or 680,487 tonnes in the amount of cargo as compared to the 901,584 tonnes of cargo in 63,871 containers handled by the Container Terminal in 1973.

The PSA expects this growth in container traffic to be maintained for the next two years and is therefore gearing itself to meet the handling demands at the Container Terminal.

Meanwhile, the PSA has awarded contracts totalling more than \$6.7 million for the supply of various cargo handling equipment for the Terminal.

This is part of the multi-million dollar investment programme announced earlier this year for the purchase of additional equipment to upgrade the operational capabilities of the Container Terminal.

The contracts awarded were for the purchase of two van carriers, an expandable spreader, 40 electric forklift trucks, 15 industrial tractors, 32 trailers, a Tango crane, four heavy forklift trucks and 2 travel hoists. Some of these have already been delivered and the rest scheduled for the later part of this year and early 1975.

## 2-storey warehouse at Empire Dock

Singapore, 12 December (PSA Press Release):—In an effort to provide more covered back-up storage space, the Port of Singapore Authority is constructing a doublestorey warehouse at Empire Dock within Keppel Wharves. In addition, the proposed two-storey warehouse will be used for storage of dutiable transshipment cargo due for re-export via a second carrier.

The \$3 million project is expected to be completed by the end of 1975. The warehouse will be fully operational by the beginning of 1976.

The warehouse measures 128 metres (420 ft) by 46.6 metres (153 ft). It provides a total covered storage area of 11,944 sq metres (128,520 sq ft) on the two floors.

After completion, the warehouse, supported by columns for heavy loading, will have a floor loading of 19.15 kilonewtons per sq metre (400 pound-force per sq ft).

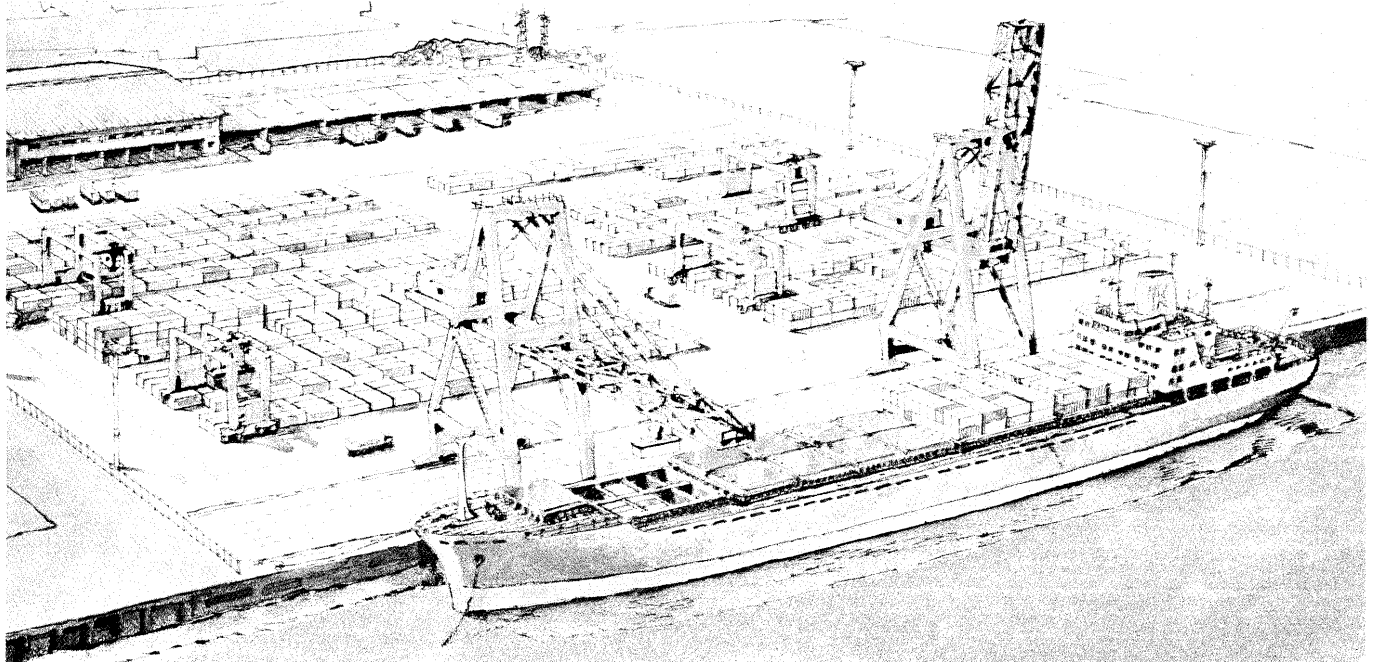
Initially four electric hoists, each having a capacity of three tonnes will be used to lift cargo from the ground floor to the first floor. The electric hoists, in pallet form, will eventually be increased to eight.



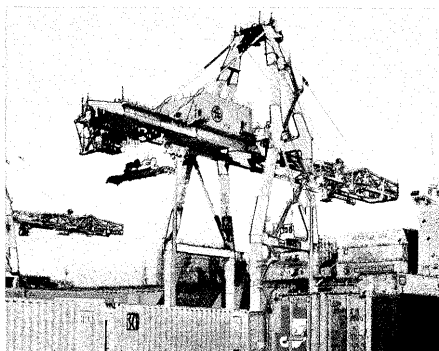
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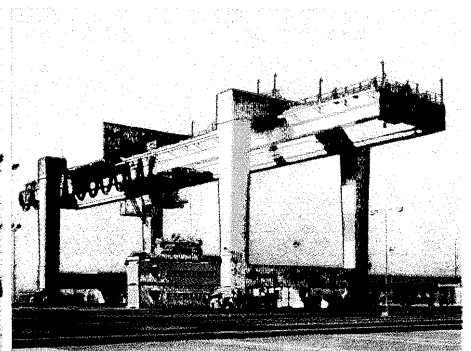
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