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Port of Bristol
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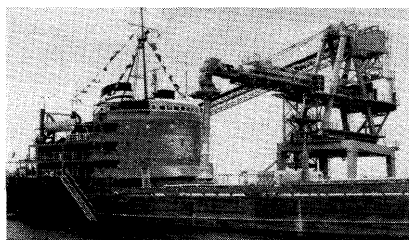
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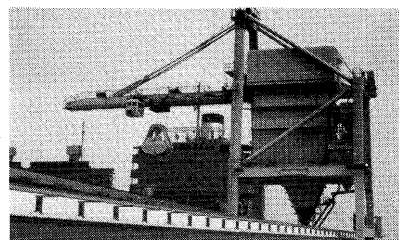
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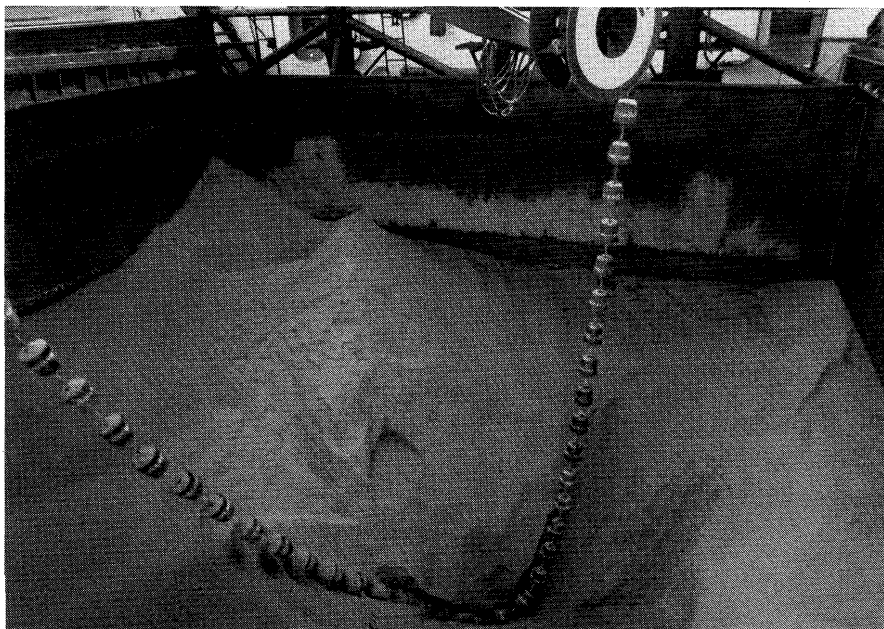
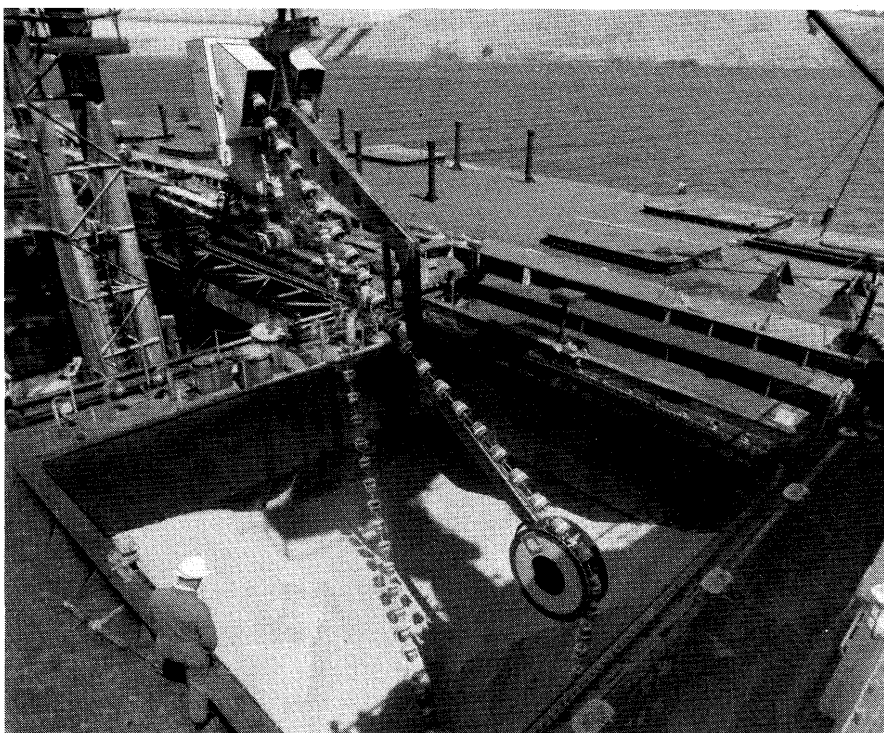
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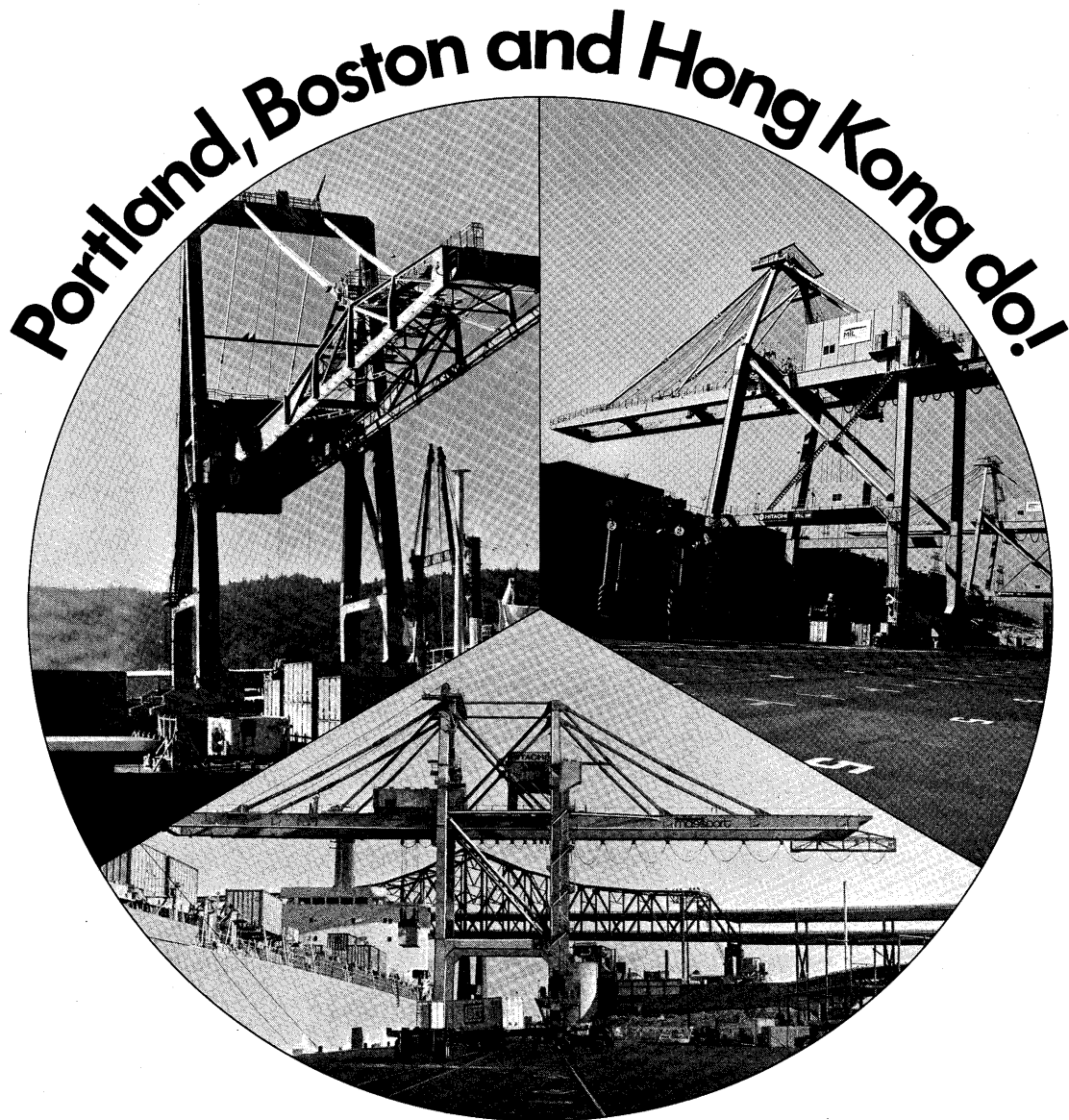
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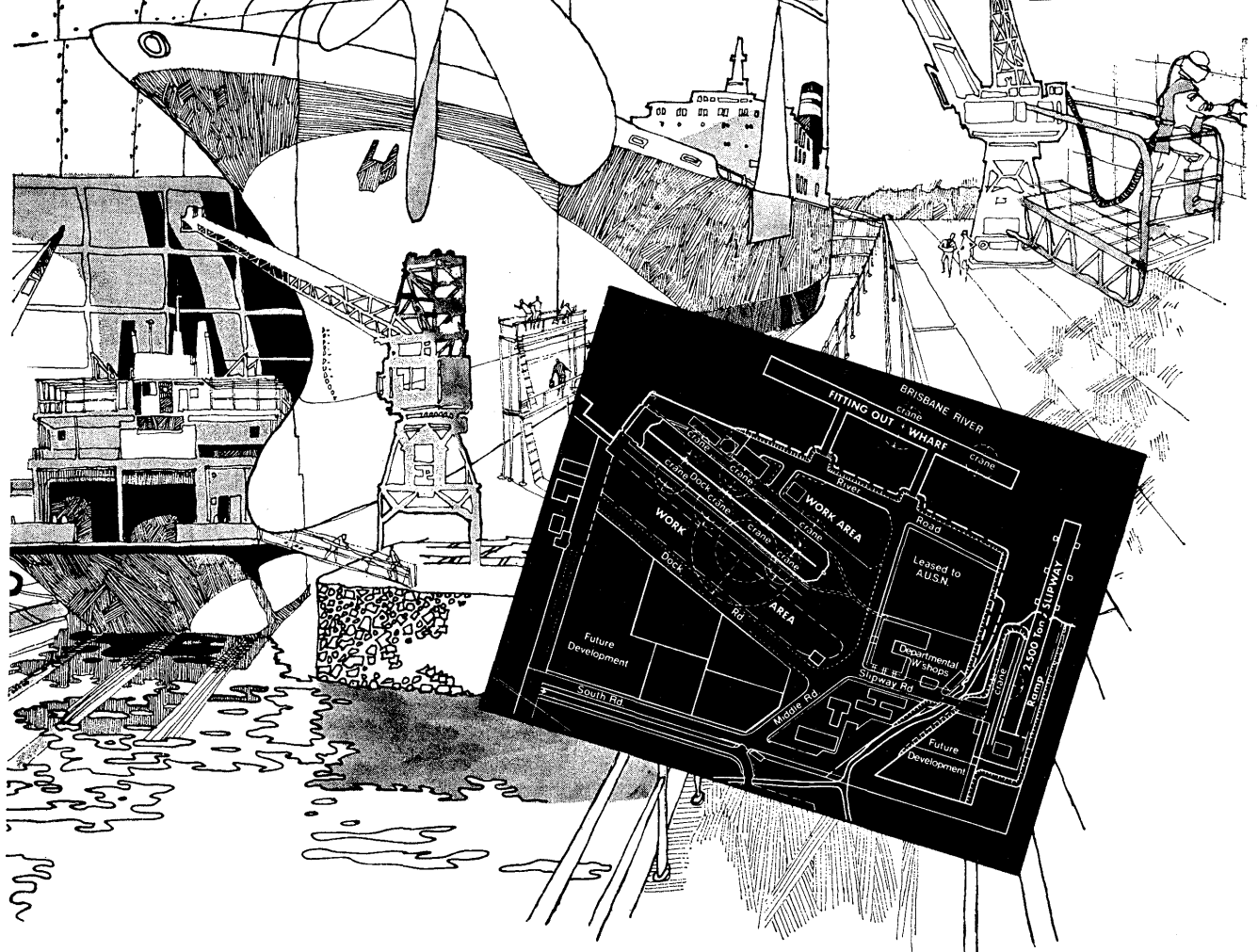
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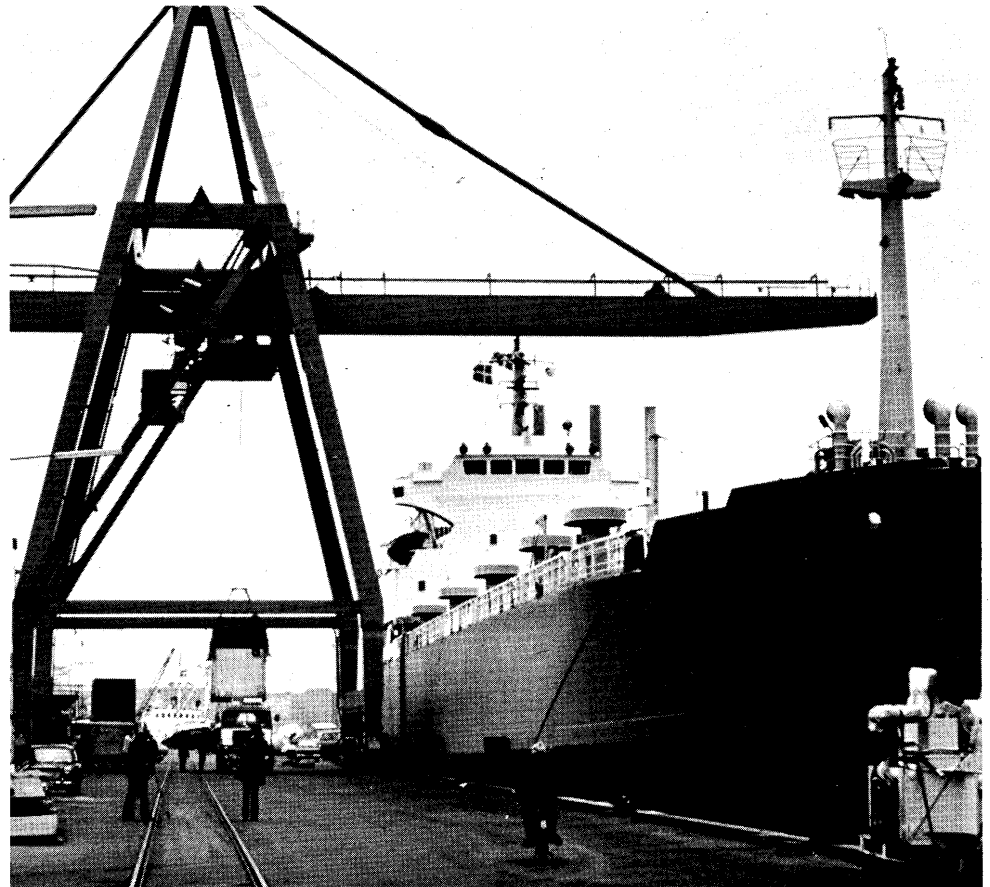
The Port of Bristol Authority's dock complex at Avonmouth. In the foreground can be seen the original Avonmouth Dock whilst towards the top of the photo can be seen the Royal Edward Dock with its separate entrance lock and two arms. (Photo: West Air Photography) See also story on page 22.

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IAPH Head Office Announcements: Pages 7 ~ 16

27th Session of the Legal Committee, IMCO Draws Attention of Governments

Mr. Andre Pages, Chairman of Special Committee on Legal Protection of Navigable Waterways, who covered the 27th Session of Legal Committee of the I.M.C.O. (June 16–20), says in his report (No. 1) that the over-all composition of the governmental delegations and of the recognized organizations attending the debates as observers indicated the predominant concerns of the Session.

His 11-page report, the full text of which is reprinted in this issue, neatly describes the points discussed at this session on two major subjects—the revision of the 1957 Convention on the Limitation of Liability of Sea-going Vessels and enforcing the 1969 Convention on Civil Liability with regard to Oil Pollution—and the points of major importance to be settled at the 28th Session (November 24–December 5, 1975).

Among other things agreed upon during the 27th Session, Mr. Pages reports “the people entitled to limit their liability are in principle the owners of sea-going vessels and savors”. “However”, he continues, “as to the inclusion of certain vessels used principally on inland water-ways, the hydrofoils and hovercrafts, they are to be further considered at the 28th Session.

In the meantime, Mr. Pages prepared a memorandum (No. 2) for the Directors of IAPH in view of the 28th Session of the Legal Committee of the I.M.C.O., inviting their replies, which Mr. Pages suggests to be sent to:

*Mr. Howe Yoon Chong, President of IAPH (Port of Singapore Authority P.O. Box 300, Republic of Singapore)
Mr. A.J. Smith, Liaison Officer with IMCO, IAPH (British Ports Association 3/5 Queen Square, London, WC1N 3AR, England, U.K.)*

Mr. Andre Pages, Chairman of Special Committee on Legal Protection of Navigable Waterways, IAPH (Bureau of Ports and Harbours, Ministry of Equipment, Palais de la Bourse—2, Place Gabriel, 33075, Bordeaux-Cadex, France)

Dr. Hajime Sato, Secretary General, (IAPH Head Office, Kotohira-Kaikan Bldg., Kotohira-cho, Minato-ku, Tokyo 105)

Prior to the 28th Session, Mr. Pages and Mr. Smith will have the meeting to examine the replies from the IAPH Directors, and therefore, all Directors are kindly requested to turn in their replies to reach by October 1, 1975. (MK)

No. 1 XXVIIth SESSION OF THE LEGAL COMMITTEE OF THE I.M.C.O.

(LEGAL COMMITTEE)

(London, 16/20th. June, 1975)

- Objects: — The revision of the 1957 Convention on the Limitation of Liability of Owners of Sea-going Vessels.
— Enforcing the 1969 Convention on Civil Liability with regard to Oil Pollution.

The XXVIIth. Session of the Legal Committee of the I.M.C.O. was held in London from the 16–20th. June, 1975, under the chairmanship of Mr. G.A. MASLOV, Leader of the delegation from the U.S.S.R.

I. THE WORKING BACKGROUND OF THE LEGAL COMMITTEE OF THE I.M.C.O.

31 of the 86 States, who are members of the I.M.C.O. had official delegations to represent them. Amongst the 31 countries were to be found those of the principle maritime powers throughout the world. Their delegations were comprised of:

— Mainly civil servants from their various ministries, (Foreign Office, Justice, the Admiralty, the Merchant Navy, Transport and Communications), or University Professors.

— And also in certain delegations, representatives of shipowners both public and private and insurance companies.

With the agreement of the I.M.C.O. 8 recognized International Associations had delegated representatives, who took part in the session with the status of observers.

- The International Institute for the Unification of Private Law (Unidroit)
- The International Chamber of Shipping (I.C.S.)
- The International Union of Marine Insurance (I.U.M.I.)
- The International Chamber of Commerce (I.C.C.)
- The Baltic and International Maritime Conference (B.I.M.C.)
- The Oil Companies International Marine Forum (O.C.I.M.F.)

- The International Maritime Committee (I.M.C.)
and
- The International Association of Ports and Harbors (I.A.P.H.)

Although they had only the status of observers at the I.M.C.O., certain of these Associations played a very important part throughout the XXVIIth. Session of the Legal Committee of the I.M.C.O. In particular:

- The I.M.C., which is an Internal Association of specialists in Maritime Law and which is the author of the proposal to revise the 1957 International Convention, on which the Legal Committee has been working for several of its recent sessions.

- The I.U.M.I., which was able to supply definite indications on the possibilities of the insurance market and, correlatively, the level at which limitation of liability for the owners of sea-going vessels could be fixed, whilst keeping insurance cover for this liability feasible.

For his part, the representative of the I.A.P.H. tried, several times, to attract attention to the way in which the Ports felt directly concerned in the Legal Committee's work.

II. THE REVISION OF THE 1957 CONVENTION ON THE LIMITATION OF LIABILITY OF THE OWNERS OF SEA-GOING VESSELS

The Legal Committee again took up its study of the proposal established by the I.M.C. for the revision of the 1957 Convention.

The proposal had already been examined in successive discussions during the XXXIIrd. Session (June '74) and the XXVth. Session (January '75).

It had not terminated its work at the XXVIIth. Session (June '75), the remainder being left to be dealt with during the XXVIIIth. Session, which is to be held during the fortnight of the 24th. November to the 5th. December, 1975, and which should be the last session devoted to this proposal, before a definite proposition for the Revision of the 1957 Convention is presented at the Diplomatic Conference due to be held in 1976.

The Committee's studies at the XXVIIth. Session were limited to the following points:

II. 1. Points discussed during the XXVIIth. Session

People entitled to limit their liability

People who are entitled to limit their liability are, in principle, the owners of sea-going vessels and salvors.

The Committee decided that during its XXVIIIth. Session it should consider the question of certain types of vessels and craft:

- Vessels used principally on inland waterways, but which could also be used in maritime waters.
- All types of vessel, including pleasure craft, with a lower tonnage than the fixed minimum.
- Hydrofoils and their cousins the hovercrafts, to which the normal rules governing tonnage do not apply.

Claims subject to limitation

The Committee decided to add to the claims subject to limitation and liable to compete for a share in the limitation fund:

- Claims in respect of loss resulting from delays in the carriage of passengers, their luggage and of cargo.
- Claims in favour of the person liable and benefitting from the limitation, to cover the expenses of measures

taken in order to avert or minimize the damage likely to have been caused as a result of a maritime casualty.

This clause, the aim of which, was to incite the person liable, into taking every possible action, at a moment when damage was likely to happen or result, was felt to be unjustified by several of the delegations and by the I.A.P.H. representative.

In the case of accidents or maritime casualties, it is the fact, the duty and in the interests of the person liable, to do all he can to limit the damage, without the necessity of recompensing him with a share of the indemnities destined for the victims.

The right to limitation of liability independent of the establishment of a limitation fund

Certain delegations insisted that the limitation of liability be accepted as a right in itself, recognized for the owners of sea-going vessels and independent of whether or not a limitation fund had been effectively established in the required form or of the production of a similar guarantee.

The final decision on this issue has been left to the national legislations of contracting countries.

The establishment of a guarantee fund

The drafting of article 9, was altered so that it could, following the national legislation of contracting countries, replace the limitation fund with the production of a similar guarantee in a more simple form.

Distribution of the limitation fund

As previously decided, in article 2, the person liable is allowed to claim for a share in the limitation fund for:

- Measures taken voluntarily in order to prevent or minimize damage.
- and this, for the sum of reasonably incurred expenses, including losses resulting from his personal "sacrifice"; (a wording sufficiently imprecise and likely to cause difficulties when applied).

The Committee reserved the principle of imputability for these expenses either on the entire fund or on that part of the fund which was reserved for indemnities for personal injury.

Declaration of the I.U.M.I. representative on Insurance capacity

The I.U.M.I. representative explained:

- that the combined capacity of the "Protecting and Indemnity Clubs" and the reinsurance world market could be placed at about:

\$100 million U.S. for risks other than oil pollution
plus

\$25 million U.S. for oil pollution,

- that this capacity must be understood for a ship and for an accident including cases involving several vessels (e.g. cases of trifold or fourfold collisions),

- that this global capacity would remain unchanged, whether or not it were divided into distinct funds for covering personal injuries to passengers and other personal injuries, and property damage (excluding other covers which are provided elsewhere for liability for oil pollution or nuclear damage),

- that this global capacity would be seriously affected if the jurisdiction in certain countries were to continue to be too liberal in respect of the fault which leads to forfeiture of the right to limit,

— that this global capacity would allow the actual basis of calculation for the limitation of liability to be doubled, on condition that the maximum was fixed for ships with a very large tonnage,

— that the limitation sum could be calculated from the gross tonnage base as defined in the 1969 Convention of tonnage measurements.

For its part the Norwegian delegation presented a very detailed report, established by an important P & I Club. The Polish government submitted a note with similar conclusions on this same point.

II. 2. Points of major importance which remain to be settled at the XXVIIIth. Session

Several very important questions remain to be settled in November/December at the XXVIIIth. Session of the Legal Committee:

Definition of a fault leading to the forfeiture of the right to limitation

— How should a fault likely to cause forfeiture of the right to limitation of liability (article 4) be defined?

— Should one adopt, as in the proposal made by the I.M.C. a fault committed intentionally and with full knowledge of the consequences likely to follow, as the shipowners and insurers would prefer? Or should one remain with the simple personal fault of the shipowner, defined in the 1957 Convention, with the risk of far to wide an interpretation, in the opinion of shipowners and insurers, that many tribunals give to this personal fault? Or should the fault be extended to the agents of owners of sea-going vessels, on shore (the agents) and at sea (the master).

Claims excluded from the global limitation

Should the list of claims excluded from the global limitation of liability be extended to new categories of damage, like those of passengers? This hypothesis seems unlikely, given the attitude of the majority of the Committee members and insurers.

Calculations of the limitation of liability

How should the new limitations of liability be calculated? It would appear from the debates during the XXIIIrd. XXVth. & XXVIIth. sessions that the sums mentioned in the 1957 Convention could be doubled, with the substitution of gross tonnage, as defined in the 1969 Convention on tonnage measurement, for the tonnage given in the 1957 Convention.

Also the minimum calculation tonnage for the limitations, which will create certain problems of application, if the field of the Convention were extended to river craft, pleasure craft, hydrofoils and hovercraft.

It would appear that the gold reference as well as the gold franc should be abandoned in preference to a reference based on the Special Drawing Rights.

It has not yet been decided whether the limitation fund is to be divided into distinct sections, one for personal injuries, another for property damage, or if the fund is to remain as an entity, with a priority, still to be fixed, given to personal injury indemnity.

II. 3. General Observations

The general trends of the Committee

The overall composition of the governmental delegation

and of the recognized organizations attending the I.M.C.O. debates as observers, indicates the predominant concerns of the Legal Committee of the I.M.C.O.

— The problem of reserving a convenient portion of the fund for damage to passengers and handlers, with whom the person liable (as defined in article I), has a binding contract, or for all third parties (e.g. the ports, local councils, land owners . . .) is in the Committee's mind.

— It is for this reason that the Committee wishes to remain within the realms of actual possibility and are trying to understand the exact limits of the insurance markets capacity for covering liability for those responsible for damage.

— However, controls applied through the 1957 Convention and by that which will replace it, seems to deal with another problem, which is that of protecting the interests of the owners of sea-going vessels, in case of an accident which takes place in national, international or foreign waters. The limitation fund, when it is correctly established, must under article 10 of the proposed Convention, become the exclusive source for all parties making claims and they must be prevented from being able to take other action, such as seizing the ship which has caused the damage, or any other vessel or any other security of the person liable.

Compulsory Insurance

As opposed to the proposal of certain delegations, the principle of compulsory insurance (or the necessity of producing a certificate of equivalent financial liability), does not seem to be worth retaining, even though this is the ruling defined in the 1969 Convention on Civil Liability for Oil Pollution.

Little chance of establishing new special funds for limitation

The special funds, set up for repairing nuclear damage (nuclear powered ships or transporting nuclear products), or damage caused by pollution of oil, (transported in tankers), does not seem likely to be reproduced to cover damage repairs from other causes.

Thus, the proposal presented for the creation of a special fund for compensations of damage caused by various polluting products, other than oil, does not appear to have much chance of success.

The subjugation of all claims to the global limitation

On the contrary the concern seems to be to create a limit by a bias towards a global limitation, to all other claims for damage repairs, including those relating to damage caused to passengers and their luggage, (which reduces the power of the recent Athens Convention, which considerably raised the maximum compensation "per capita") and equally to damage caused to port installations. Furthermore, the subjugation to the same global limitation, of new grounds for compensation, such as transporting delays or the initiatives taken in view of the limitation, or of prevention of damage, has as a consequence an increase in the number of parties taking part in or sharing the same sum total.

Strengthening the special clause of forfeiture of the limitation of liability

The new wording of article 4, relating to the definition of the fault which is likely to lead to the forfeiture of the

right to limitation has, precisely, the aim of making exceptional the case where this article could be applied. They are precisely cases of fault committed with intent and with full knowledge of the probable consequences and where, for their part, the insurers estimate that they would be freed of their obligations for guarantees, which paradoxically would seriously compromise the chances which the victims would have of obtaining compensation for the damage they had sustained.

This problem of giving an almost indistructable character to the limitation of guarantee, does not leave more than the minimum of chance for an amendment, proposed by one of the delegations concerning the measures of limitation, or prevention of damage, which the person liable is likely to take. In this proposal, taking these measures, would not be more than the normal duty of the person liable and would not merit compensation from the guarantee fund, but, their omission would lead to forfeiture of the right to claim limitation of liability.

The problem of controlling in the closest possible way, cases where the limitation of guarantee would not come into force, is within the scope of the Committees work, in so far as the indemnification rights and claims must be maintained within the limits of the possibilities of the insurance market.

New calculations for the limitations of liability

One can see how valid it is to be concerned about the maximum possible sum totals covered by the insurance market.

On the other hand, the reasoning will be less easily followed when, on top of this, there is a demand for insurance premiums to be maintained at "reasonable" levels, which is a subjective consideration.

This reference to the capacities of the insurance market could be conceivable, if the basis of calculation for the limitation of liability envisaged using to the full the actual technical possibility of the insurance market. Now, the only reasonable possibility which has been proposed by the I.U.M.I. would be to double the rates of the 1957 Convention (with, it is true, the introduction of the tonnage measurement of the 1969 London Convention), whilst the price of gold on the free market has nearly quintupled since 1957 and that it is actually nearly quadruple the official price, accepted by many major countries. (Rulings on numerous claims on the basis of \$42.22 U.S. per ounce).

Another major issue is found in the replacement of the gold clause, of which the application was deceptive, by another reference. If a reference to the Special Drawing Rights has to be adopted it would be better to have a periodical revision of the numerical values being used as the basis for calculating the limitations of liability: as well as each of the national currencies of which they are composed. The Special Drawing Rights would not, in fact, escape the general monetary devaluation.

It must be added that it is essential that the compensation for property damage and in particular those of port installations, could draw on the total sum of the limitation funds (with eventually certain priorities left for personal injuries), but not on a simple portality of this fund reserved for property damage.

III. ENFORCING THE 1969 INTERNATIONAL CONVENTION ON THE CIVIL LIABILITY FOR OIL POLLUTION

The Convention became applicable on the 19th. June, 1975, by the ratification of the required number of countries (actually who will shortly be followed by other States. The enforcing of this Convention raises various problems, which have been submitted to the Committee by:

- The International Chamber of Shipping (I.C.S.)
- The Baltic and International Maritime Conference (B.I.M.C.)
- The Oil Companies International Marine Forum (O.C.I.M.F.)

Following the 1969 Convention, it is the duty of each State, to deliver for vessels who navigate under their flag, certificates of insurance cover, or equivalent financial guarantees. However, until ratification of the Convention is general to all the principal maritime nations, many of the vessels calling at the ports of member countries could be without the required certificate having been delivered by their own State.

Now, the I.M.C.O. will invite the different States to adopt flexible and pragmatic attitudes during a transitory period of about a year, vis à vis ships which might call at ports furnished with certificates supplied from various sources, for example:

- Their flag country, itself a member of the Convention
 - Their flag State or Country about to ratify the Convention
 - From another State already a member
 - From insurance companies such as "P & I Clubs" (blue cards set up by the "B.I.M.C.").
- etc. . . .

The representative of the "O.C.I.M.F." has:

- reminded people that the plans TOVALOP and CRISTAL are private enterprise plans, which were evolved by the owners of oil tankers and by the oil industry in order to bridge the gap before the enforcement of the 1969 Convention.

- repeated that present studies concern the adaption of these plans to the need of the present transitory period, the enforcing of the 1969 Convention and of those which will have to be provided for in the future.

Reflection on the intentions of those responsible for ports

An efficient set-up would be to devise a means whereby, within each state, port authorities could profit from a permanent information service through their respective governments, about the guarantees which under the 1969 Convention cover each vessel likely to call at their installations (and even more quickly, the abolition of a guarantee which could occur in certain cases).

Certain notifications, such as those of blue cards by the "P & I Clubs" are made, in effect, to a central authority in each country and it would be preferable that the Harbour Masters and Chief Pilots had to hand all the required information whenever a home or foreign vessel announced its intention to call.

No. 2 A MEMORANDUM FOR THE DIRECTORS OF THE I.A.P.H. IN VIEW OF THE XXVIIIth SESSION OF THE LEGAL COMMITTEE OF THE I.M.C.O.

REPLIES ARE REQUESTED BY 1/10/1975

The preparation of the XXVIIIth Session of the Legal Committee of the I.M.C.O. leads us to pose the following questions to the Directors of the I.A.P.H. (for the greater part these are questions which Mr. A.J. SMITH had already asked—27th January and 12th February 1975).

I—THE CATEGORIES OF VESSELS AFFECTED BY THE CONVENTION

Are Ports interested by the extension of the field of this Convention to reach (further than sea-going vessels), those of all other craft likely to call at a port? (inland waterway boats, hydrofoils, hovercrafts, pleasure craft).

II—CLAIMS SUBJECT TO LIMITATION

Should ports express their regret at being incorporated in the same limitation of liability as:

- Passengers claims, for which no special fund has been established
- Claims for delays in transporting
- Claims for property damage, including the expenses of raising wrecks (for which it seems difficult to obtain a priority).
- Expenses incurred by the person liable, for averting or minimizing damage? (for example, the possible expenses involved for a ship-owner for attempting to refloat a vessel, even if these attempts are unsuccessful and are followed by the abandoning of a wreck).

Or should Ports protest against this collectivity of claims, all drawing on the same limitation fund, only if the limitation fund is to be calculated on a narrow basis.

III—CONDUCT FORFEITTING THE RIGHT TO LIMIT

Should Ports admit that, unfortunately, the right to limitation breaks down only with an "intentional fault which is committed with full knowledge of the probable consequences" (personal act or omission, committed with the intent of such loss, or recklessly, and with knowledge that such loss would probably result)?

Or should they uphold the criterion of the 1957 Convention, which stipulates in article 1-1° that the right to limitation is forfeited for the "personal fault of owners" (actual fault, or privity of the owner)?

Should the Ports follow the reasoning of the insurers, who demand that the right to limitation is unbreakable, and who justify this by declaring that this enables them to offer the highest guarantees whilst remaining within the realms of feasible premiums?

IV—CALCULATIONS OF LIMITATIONS OF LIABILITY

IV-1—Ought Ports to accept the reasoning of insurers following which, the maximum revaluation for the limitation of liability would not go above double the sums mentioned in the 1957 Convention (the tonnage measurement Convention of 1957 being replaced by the gross tonnage of the 1969 London Convention)?

It should be remembered that if the gold-clause game of the 1957 Convention had not been hampered by conventional and arbitrary equivalents of gold in relation to national currencies, the limitation of liability would now be four times the actual level.

IV-2—Ought Ports to admit that, in the future, the sums of limitation will be indexed on the special drawing rights (which are a combination of the principle currencies—The S.D.R. basket is a weighed average of currencies).

This reference will withstand the future fluctuation of this or that currency. However the general evolution of all currencies and therefore the special drawing rights is towards devaluation.

The choice of special drawing rights as a reference for the calculation of the limitation of liability, for the future, implies, a periodical revision. But are there not other references (equivalent values for products, or salaries . . . ?) which could be proposed, as being better guarantees for the automatic indexation of the limitations of liability?

IV-3—It would seem unreasonable to anticipate that personal injury to passenger or other personal injuries did not have a prior claim over damage to property (and amongst these, damage to ports).

Dividing the limitation fund into two distinct portions, one for personal injuries, the other for damage to property, would risk leaving the smaller portion for the second fund.

Could not the ports propose a system based on article 3 of the 1957 Convention (and improved) where by:

- The fund would remain global
- In the first phase of calculation, it could be provisionally separated into portions, one for compensations for personal injuries, the other for damage to property.
- The remainder from one of the sections could then be transferred to the other in order to improve the compensations for damage which apply to it.

In this way,

— It would be possible to remain, as far as the limitation of liability was concerned, within the sums which the insurers state that they could guarantee.

— Never-the-less, in the case of only damage to property, the sum total of the fund could be devoted to compensation for loss (whilst splitting the actual limitation fund, following article 3 of the 1957 Convention, limits compensation for damage to property to a maximum of 1,000 Francs per ton on a total of 3,000 Francs)

IV-4—Should Ports admit that the limitation of liability ought to be calculated only on the basis of gross tonnage (as defined in the 1969 London Convention)? Or, would it not be better to add a clause proportional to the maximum number of passengers, there by allowing a feasible ruling in the instance of ferry-boats, hovercrafts and hydrofoils?

V—SUBORDINATION OF THE RIGHT OF LIMITATION OF LIABILITY, TO THE ESTABLISHMENT OF A LIMITATION FUND

Would Ports agree that, in the case of an accident, the right to limit liability was a right in itself, given to the

owner of a sea-going vessel; whether or not he had established a limitation fund?

VI—COMPULSORY INSURANCE

Should Ports insist that the right to limit liability is conditioned by the production of a certificate of insurance or other financial security?

This condition is compulsory for oil tankers under the 1969 Convention on civil liability for oil pollution. However the Legal Committee of the I.M.C.O. do not seem inclined to adopt this clause in the revision of the 1957 Convention.

V—CONCLUSIONS

All the above points are important for Ports. Nevertheless amongst them the most important issue is IV—3.

Could the efforts of the I.A.P.H. give priority to the adoption of a formula for the calculation of the limitation of liability proposed in IV—3.

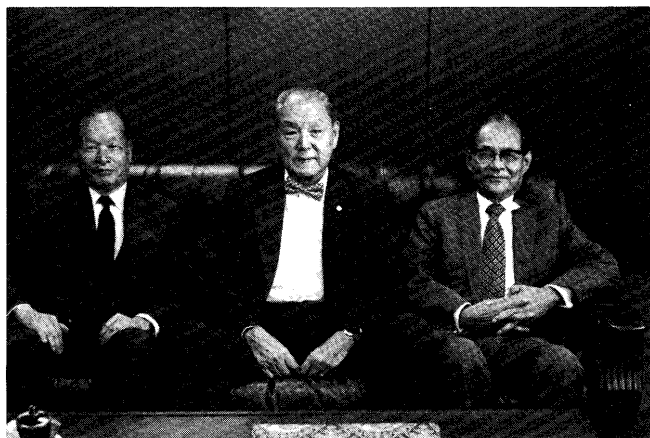
- on the one hand, through contacts to be made in each country prior to the XXVIIIth Session of the I.M.C.O. Legal Committee.
- on the other hand, during this session.

Dr. Huang, 4th IAPH President Visited

Dr. Jen-Lin Huan, 4th IAPH President (July 1961–May 1963) has visited Tokyo and met Mr. Toru Akiyama, Secretary-General Emeritus, Mr. Gengo Tsuboi, an IAPH Executive Committee Member, and Dr. Hajime Sato, Secretary-General, on July 16th, 1975.

Dr. Huang had succeeded the Presidency of this Association to Mr. Lloyd A. Menveg who had retired due to illness amid his term in July 1961. Among many of his contributions to the Association, Dr. Huang had succeeded in inviting the Port of London Authority and the Port of New York Authority (Now, renamed to the Port Authority of NY & NJ) to the Association which was indeed a potential drive for the Association's growth, and realizing the potentiality of then-coming containerization, advanced the study on the containerization and disseminated the information among ports of the world.

From 1965 to 1975, he was in Panama as the Chinese Ambassador. He is now retired from the official assignment and lives in Taipei, (Postal Address: P.O. Box 180, Taipei, Republic of China) only holding membership in the Central Advisory Council of the Kuo Ming Tang of the Republic of



Dr. Jen-Lin Huan (Center) at Mr. Akiyama's Tokyo Office with Mr. Tsuboi (Left). (Photo taken by R. Kondoh).

China.

He is one of the oldest member of Y.M.C.A., actually he joined the Shanghai Y.M.C.A. in 1926. He has been invited to deliver one of three keynote speeches at the 51st Anniversary of the Int'l Y's Men's Convention of Asian Countries which was held on July 14th, 1975 in Atami, Japan.

He is also an extraordinary athlete. He holds a record of swimming 500 miles, not at a time, of course, but within 7 years. He, as an exercise, kept on swimming every day. And, just prior his leaving Panama, he was awarded this title by the USAF, Commnader in Panama, on February 10, 1975. He keeps this exercise and swims 250 meter a day. (RIN)

Thanks to Mr. Altvater and Mr. Boeuf

As reported in the August issue of this journal, the Secretary General circulated a letter on June 5, 1975, asking for the cooperation of the members in a new membership dues structure of the Association.

In order to effect more direct communication with Regular Members in the non-English speaking areas, the Secretary General requested Mr. George W. Altvater, 1st Vice-President and Executive Director, Port of Houston, to assist the Secretariat in translating this into Spanish, while he simultaneously approached Mr. Robert Boeuf, IAPH Director representing France, General Manager, Port of Dunkirk Authority for its French translation. The two gentlemen, on the occasion of the 9th Conference, had assured the Secretary General of their possible assistance in an emergency, in connection with preparing Spanish and French versions of important IAPH letters.

Thanks to the cooperation of Mr. Altvater and Mr. Boeuf, the campaign letter in Spanish and French for the first time, have been sent out to Latin America and French-speaking countries respectively. (TKD)

Yemen Responds to IAPH Resolutions

Mr. Yousuf A. Ali, Acting General Manager, Port of Aden Authority, Yemen Ports and Shipping Corporation, People's Democratic Republic of Yemen, has informed to the Association in his letter of June 11th, 1975, of comments on the IAPH Resolutions adopted at the Singapore Conference, in response to the Association's request, dated April 14th, 1975, to submit those resolutions to the governmental agencies of each member. The following are the comments of Yemen.

Resolution No. 6 Relating to Legal Protection of Ports and Navigable Waterways	Our existing Port Rules holds fully responsible every vessel causing any damage to Port installations and equipments
Resolution No. 7 Endorsing the Simplification of Documentation for Cargo	We have no objection to the implementation of this Resolution
Resolution No. 8 Marking of Vessels with Bulbous Bows	We strongly support this Resolution
Resolution No. 9 Regime of Foreign Vessels in Port	We recommend adoption of this Resolution (RIN)

Visitors

• Mr. Bernard J. Caughlin, IAPH Honorary Member, and ex-Chairman of the Finance Committee, who retired as General Manager of Port of Los Angeles (January, 1974), stopped at Tokyo on July 1st, 1975.

Mr. Caughlin accompanied by his wife was on the way back from Kota Kinabalu, Malaysia, where he had been assisting a training program over three months, having been dispatched from a consultant company.

Mr. Toru Akiyama, Secretary General Emeritus, invited Mr. and Mrs. Caughlin to an afternoon tea, which was joined by Mr. Gengo Tsuboi, Executive Member and other staff from the Secretariat, at Hotel Ohkura, Tokyo, on July 1st. (TKD)

• Mr. F.M. Wilson, General Manager, Port of Brisbane Division, Department of Harbours and Marine, Brisbane, Australia, visited the Head Office on July 24th, 1975, and was met by Mr. Kinouchi, Deputy Secretary-General, and other staff of the Head Office.

He was accompanied by Mr. Ralph Downham of Rendel & Partners (U.K.) who is now doing a port planning study for Brisbane, and Mr. A. Richard Clark, Representative in Japan of the Australian National Line. (RIN)



Front Row (L-R) Mr. Kinouchi, Mr. Clark, A.N.L. Tokyo Office, Mr. Wilson and Mr. Downham

Back Row (L-R) Mr. Hayashi, Mr. Kondoh and Miss Takeda.

Mini Singapore Conference in Tokyo

Japan Maritime Daily (Nihon Kaiji Shimbun), a Japanese news paper, organized an informal get-together for those people attended Singapore Conference, on June 26th, 1975 in Tokyo. Some 100 people, in addition to those who attended the Conference, got together and enjoyed pictures of the Conference displayed, which were taken by many of attendants. Among other invitees, Mr. Poh You De, Assistant Terminal Planner, Container Terminal, Mr. Yeo Tat Beng, Superintendent Section, Port of Singapore Authority, were present. They were visiting Japan participating in the Port Seminar organized by the Japan Int'l Co-operation Agency.

Mr. Akiyama, Secretary-General Emeritus, has addressed that we had such a nice and fruitful conference in Singapore and emphasized the growing potentiality of IAPH and asked for the continued support for the Association. (RIN)



(from left to right) Dr. Hajime Sato, Mr. Poh You De, Miss Kimiko Takeda, and Mr. Yeo Tat Beng at the IAPH get-together on June 26th.

Friends bid farewell to Mr. Yokoyama

In response to Secretary-General's notice regarding the retirement of Mr. Katsuya Yokoyama, Deputy Secretary-General, many letters were received at the Head Office from those people to whom Mr. Yokoyama had served during his tenure, and wished him a good success. All of these good-will letters have been conveyed to Mr. Yokoyama. Mr. Yokoyama said that he was immensely flattered and felt so grateful for their good-will, and asked to us to express his gritudes.

Among other letters, hereunder is a reproduction of letter given to him from Mr. Robert L.M. Vleugels, Immediate Past President, with whom Mr. Yokoyama had worked during these three years in a most close coordination way. (MK)

ANTWERPEN, July 2nd, 1975

Best wishes and thanks to Mr. K. Yokoyama

With regret I learned that M. Katsuya Yokoyama returns to his home company.

I take the opportunity to congratulate and thank him sincerely for having fulfilled as deputy secretary general of IAPH a very demanding task in such a perfect way.

As president of the Association (1973-1975) I was privileged to be supported by his outstanding services. His knowledge, diplomacy, initiatives, have considerably promoted IAPH.

I wish good luck and a further certain success to Katsuya-san hoping that we all may meet him regularly as a participant of our congresses!

Robert L.M. Vleugels
Director General Port of Antwerp
Immediate Past President

Membership Notes

New Member

Regular Member

Papua New Guinea Harbours Board
P.O. Box 671, Port Moresby, Papua New Guinea
Cable Address: HARBOURS PORT MORESBY
Office Phone: Port Moresby 242809
(Mr. C.B. Page, Chief Engineer)

(TKD)

Administration of Nagoya Port Authority

by **Fumio Kohmura**
Executive Vice President

The 9th IAPH Conference, held in Singapore this past March, was a very meaningful experience. It was a great honor and privilege for me to have been elected to the Executive Committee for two consecutive terms (1973–1977), and I hope that it gives me an opportunity to strike up an acquaintance with more IAPH members and member ports all over the globe.

Needless to say, ports have the common task of contributing to society through their various activities. However, the structure and operational approach of ports differ slightly in terms of regional characteristics. Even among port authorities belonging to IAPH there is a certain amount of mutual ignorance of each other's situation. I believe that a greater knowledge of our makeup and operational approach among ports will be very helpful in considering problems of mutual concern and reaching effective solutions. This would help us all implement the theme from the past conference—"Toward Greater International Port Cooperation"—and spur further development also.

Permit me to use this opportunity, then, to briefly introduce the makeup and operational system of our own Nagoya Port Authority. "I would be most happy if it might encourage other ports to follow suit with similar information on themselves."

1. Organization of Nagoya Port Authority

Most Japanese ports (Kobe, Yokohama, Osaka, Tokyo) are managed and operated by a department or bureau of local government (Prefecture or City). Thus, in the execution of important business such as the establishment of bylaws or regulations, budget adjustment, important contracts and so on, the head of that local government, either governor or mayor, must obtain approval of the assembly

"Please Follow Suit" says Mr. Kohmura

Mr. Kohmura of Port of Nagoya exposed in his article contributed to this issue (on this page), under the title of "Administration of Nagoya Port Authority" all the facts in the organizational structure and financial operation of his port hitherto veiled in mystery, and declared, "I would be most happy if it might encourage other ports to follow suit with similar information on themselves."

This Head Office agreeing to his opinion that the exchange of such information would help the Association members to solve their individual problems in a great measure, invites active contribution of articles of this type presenting information as much as permissible on both organizational and financial structure of specific ports for the give and take benefit of the member ports in general. (MK)

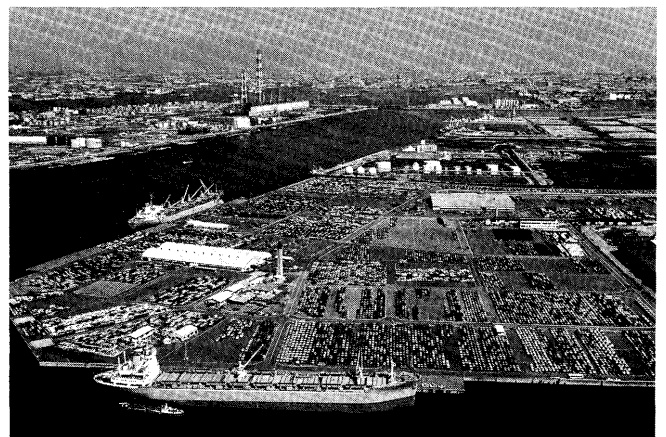


Mr. Fumio Kohmura

which convenes at specific times each year. In this case, the commissioner system found with many world ports is not adopted.

Nagoya Port Authority is rather unique among port organizations in Japan. The Authority is an independent local public entity which was established by two bodies, Aichi Prefecture and the City of Nagoya, for unified management and operation of Port of Nagoya.

As seen in the accompanying chart, the president of our Authority is, alternately, the governor of Aichi Prefecture or the Mayor of Nagoya, each of whom serves a two-year term. Assisting them are the executive vice-president (appointed) and two vice-presidents (the vice-governor or vice-mayor, as may be). The Nagoya Port Authority organizes the Port Authority Assembly, drawing on the Prefectural and City Assemblies for 11 members each (22 members in all). This Nagoya Port Authority Assembly convenes its regular meeting three times a year according to regulations. Like other major Japanese ports, all important business must pass before the Assembly, but there is no commissioner system. A consultative body, the Nagoya



Wharf for export vehicles, Port of Nagoya

Port Advisory Committee, may make proposals, offer advice and suggestions regarding port use, maintenance or expansion, upon request by the President.

The clerical branch of the Authority is comprised of 4 divisions, under which there are 15 sections and 11 different offices, with personnel numbering 1043.

2. Principles of Operation and Management

a. Budget

The revenue and expenditure for 1975 amount to 21,876 million yen (approx. 75,000,000 US dollars). The breakdown of the budget is: general accounts, 11,867 million; facilities operation accounts, 31,910 million (sheds, handling equipment, timber ponds, tug boats); reclamation accounts, 6,099 million.

Japan's Port and Harbor Law provides that all expenses incurred by the port authority for the performance of its functions (excluding cost of port and harbor works) must be covered by charges and rent of the port facilities under its management. At Port of Nagoya, general account revenues other than from fees and charges, derive from Nagoya Port Authority Loans, allotments from Aichi Prefecture and Nagoya City, and subsidies funneled from the central government. Operation or reclamation accounts, on the other hand, are self-financed. General Accounts are broadly appropriated for management, port improvements and construction of facilities. The financing of our Nagoya Port Authority follows closely the principle set down in the Port and Harbor Law: "equilibrium between income and

outgo."

b. Non-Interference with Private Business Sector

The Port and Harbor Law of Japan expressly prohibits any Port Authority interference with the legal operations of private firms engaged in port transportation, warehousing or other business related to the transport and storage of goods, and it similarly forbids competition with them. At Port of Nagoya, just as at the ports of Kobe, Yokohama, Osaka and Tokyo, you will find laissez-faire the fact.

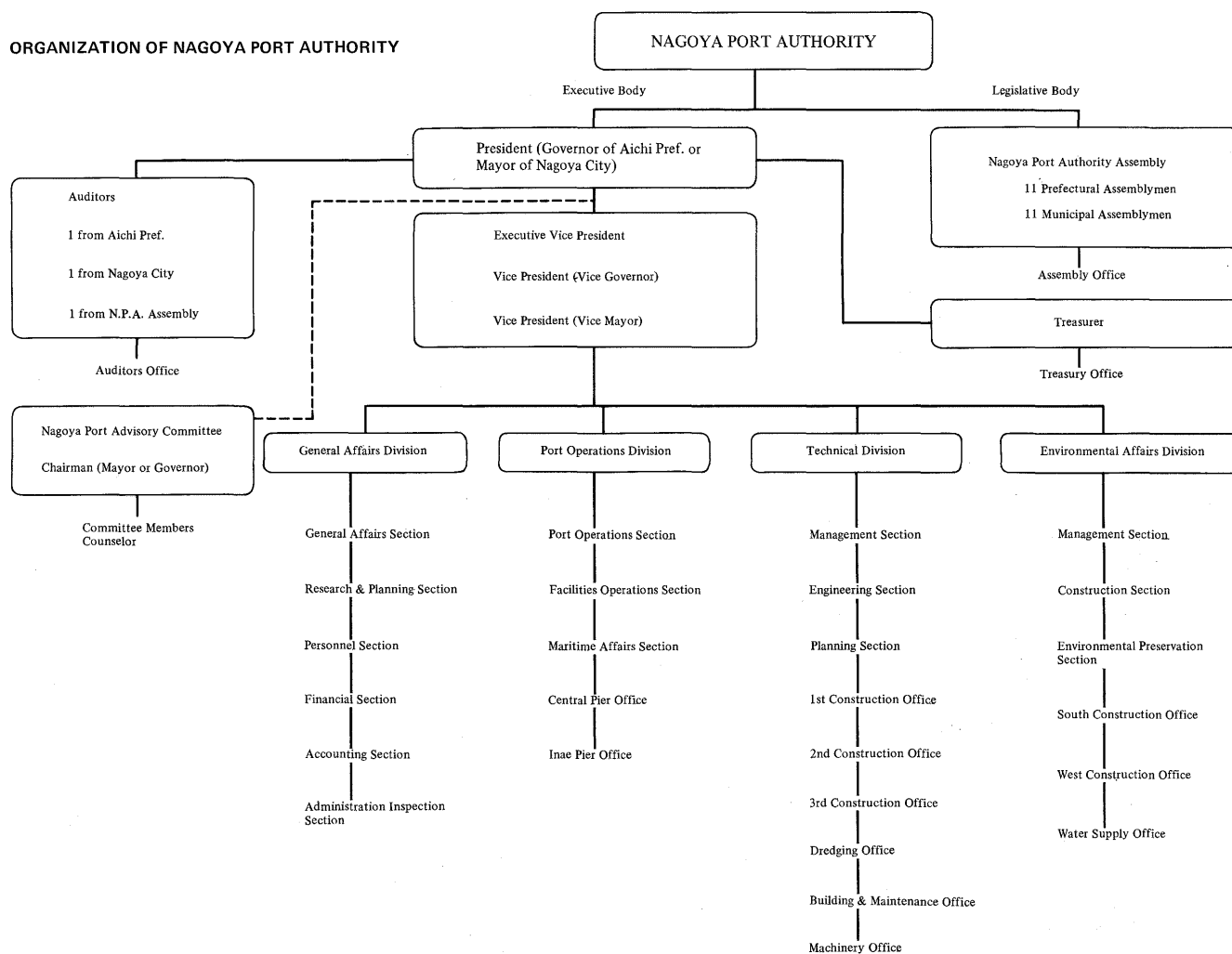
c. Port Area

"Port Areas" of Kobe, Yokohama, Tokyo or Osaka refer to "waterfront" under the jurisdiction of the respective city or municipal prefecture only. But at Port of Nagoya we find the largest water area among all of Japan's five major ports, because jurisdiction embraces that of three cities, one town and a village—81,350,000 square meters in all. Facilities can handle 257 ships (or 2,674,100 gross tons) at one time.

3. Present Port of Nagoya

The Nagoya Port Authority was established in 1951. The cargo traffic in 1950 was only 3 million tons then; 24 years later, in 1974, cargo passing through port facilities marked 88 million, nearly a 30-fold increase over 1950. This figure ranks it third in the nation, and though surpassed by Rotterdam, New York and Marseilles, Nagoya easily compares with Le Havre, Houston or Antwerp in overall cargo tonnage.

ORGANIZATION OF NAGOYA PORT AUTHORITY



International Symposium on The Future of Liner Shipping

— at Bremen, September 23-25, 1975—

Following the information published in the April 1975 issue of this journal (page 11), the Head Office received a preliminary programme of the symposium from Dr. Hans Ludwig Beth, Director, Institute of Shipping Economics, one of the organizers of the symposium.

For the member's benefits, we reproduce the programme hereunder. (MK)

Organizers:

Institute for Shipping Research, Bergen
Prof. A. Strømme Svendsen
Maritime Institute, Gdansk
Prof. T. Jednoral
Prof. M. Krzyzanowski
Maritime Economic Research Centre, The Hague (Division of the Netherlands Maritime Institute)
Dr. H.I. Molenaar
Institute of Shipping Economics, Bremen
Dr. H.L. Beth

Patrons:

Minister K. Gscheidle, German Federal Transport Minister
Bürgermeister H. Koschnick, President of the Bremen Senate

Chairman: H.C. Helms, Bremen

Co-Chairman: Dr. L. ter Braake, Netherlands

Rapporteur: Dr. V. Norman, Bergen

Registration of participants:

22nd of September	16:00–19:00
23rd of September	8:30–10:00

23rd of September

10:15 OPENING

- H. Koschnick, President of the Bremen Senate
- H. Ruhnau, Secretary of State, German Federal Transport Ministry
- H.C. Helms, Chairman, Bremen

11:15 Statements presented by the organizing institutes
CO-OPERATION IN LINER SHIPPING—AN INVENTORY ON FORMS AND FUNCTIONS

Dr. H.L. Beth, Institute of Shipping Economics, Bremen

11:40 THE CHANGING RELATIONSHIP BETWEEN LINER, BULK AND SPECIALIZED TRANSPORT
Prof. A. Strømme Svendsen, Institute for Shipping Research, Bergen

12:00 Break for lunch

13:30 THE WORLD'S LINER TONNAGE—A PROGRESS REPORT 1975

Dr. H.J. Molenaar, Maritime Economic Research Centre, The Hague

14:00 SOCIALIST COUNTRIES PLANNING AND PROGRAMMING OF LINER SHIPPING

Prof. M. Krzyzanowski, Maritime Institute, Gdansk

14:30 Break

15:00 THE FUTURE OF LINER SHIPPING SEEN FROM THE CUSTOMERS' ANGLE

G.A. Sommerfelt, Oslo (presenting the European Shippers' Councils viewpoints)

15:30 Shipping executive from A resp. C group of countries Speaker to be announced

16:00–17:00 Discussion

19:15 Reception by the Bremen Senate
Bremen Rathaus

20:00 Dinner, Bremer Ratskeller

24th of September

9:15 CARGO SHARING AND LINER SHIPPING

K.H. Sager, Hapag Lloyd AG, Hamburg

9:45 COSTS CONSEQUENCES OF CARGO RESERVATION—A CASE STUDY

Dr. G.H. Bast/M.C. Kieft, Netherlands

10:30 Discussion

11:00 Break

11:15 ECONOMIC CONSEQUENCES OF THE CODE OF CONDUCT

S.G. Strurmey, UNCTAD, Geneva

11:45 Discussion

12:00 Break for lunch

13:30 THE FUTURE OF STEAMSHIP CONFERENCE SYSTEM

D. Du Bois, Dart Containerline Co., Ltd., Antwerp
K.I. Clearwaters, US Dep. of Justice, Washington, D.C.

H.A. Levy, Ass. North Atlantic Freight Conferences, New York

14:15 Discussion

14:45 Break

15:00 PRINCIPLES IN REDESIGNING OF LINER TARIFFS

G.J. Flynn, Far East Conference, New York

15:20 SHIPPERS POINT OF VIEW ON REDESIGNING OF LINER TARIFFS

W.B. Jackson, E.I. du Pont de Nemours & Co., Wilmington

15:40 RESEARCH POINT OF VIEW ON REDESIGNING OF LINER TARIFFS

T.E. Laing, Marine Transport Centre, University of Liverpool

16:00–17:15 PANEL DISCUSSION ON LINER TARIFFS
Chairman: Dr. L. ter Braake

Evening free

25th of September

9:15 WHAT IS THE ROLE OF FMC IN THE FUTURE OF LINER SHIPPING?

H.D. Bentley, Federal Maritime Commission, Washington, D.C.

Discussion

10:00 POOLS IN LINER SHIPPING; PRESENT & FUTURE IMPACT

L.G. Hudson, Peninsular and Oriental Steam Nav. Co., London

10:30 CONSORTIA IN LINER SHIPPING; PRESENT & FUTURE IMPACT

A.G.M. Koch, Atlantic Container Line Services, Ltd., Southampton

11:00 Break

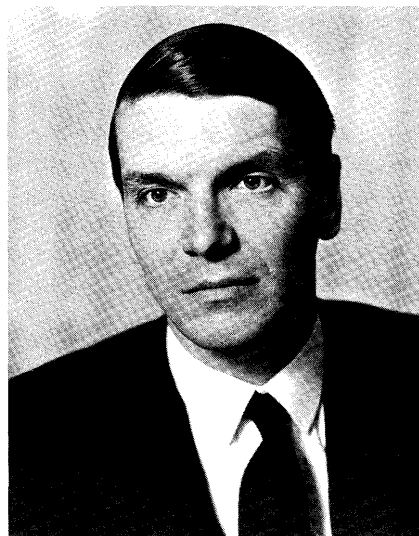
11:15 FUTURE CO-OPERATION IN LINER SHIPPING

(Continued on Next Page Bottom)

Annual Report of The National Ports Council

Statement by the Chairman Mr. Philip Chappell

London, 12th June 1975:—In the Council's Annual Report for 1974 (published today), we have laid particular stress on what has been achieved in the UK ports over the ten-year period since the Council has been established: while no-one could pretend that everything is now perfect (but what industry could ever say that it was?) we believe it to be important that this progress should not be forgotten. In the last twelve months, attention has inevitably shifted to the consultative documents issued by the Government on port reorganisation and dockwork, although 1974 brought some financial pressures, as well as the uncertainty



Mr. Philip Chappell

which these legislative proposals cannot but create, it is pleasing to record that the financial problems were nothing like as severe as those affecting some other industries and that in terms of facilities provided, corporate organisation at Boardroom level, and on the whole also in human terms,

Shipping executive from A group of countries; speaker to be announced

- 11:45 Discussion
- 12:30 Break for lunch
- 14:00 CODE OF CONDUCT; LEGAL ASPECTS
Dr. Breuer, German Federal Transport Ministry
- 14:30 FINANCING NEW AND SECONDHAND LINER
TONNAGE FOR DEVELOPING COUNTRIES
P. Douglas, The Chase Manhattan Bank, London
- 15:00 Discussion
- 15:30 Break
- 15:45 CONCLUDING PANEL DISCUSSION ON THE
FUTURE OF LINER SHIPPING
Chairman: H.C. Helms, Bremen
- 17:00 SUMMING-UP BY THE CHAIRMAN
- 17:15 Farewell Drink

23rd–25th of September

Provisions are being made to accommodate 250 participants from executive staffs of shipping industry and conferences, shippers and shippers' associations, governments, international organisations and research

Registration

Attendance at the symposium will be by registration only. To ensure a place please complete the attached card and return it together with your remittance as early as possible to the

INSTITUTE OF SHIPPING ECONOMICS
28 Bremen, Germany-West, Hollerallee 32

Closing date for registration will be August 15th, 1975.
Your registration will be confirmed by the Institute.

Registration Fee

Registration fee will be DM 390,— per participant. The fee includes lunch on the three working days, dinner,

refreshments during breaks and full documentation.

Ladies' Programme

A ladies' programme has been arranged which provides attractive tours to Worpswede and the Bremen ports, a visit of the old city and participation in the official dinner arranged at the first evening. Fees for participation in the ladies' programme will be DM 50,—.

Hotel Accommodation

The organizers have preliminarily reserved a + rooms number of⁺. You are kindly requested to fill in the attached "Application for Hotel Accommodation". Reservation then will be made on your behalf. Settlement of hotel bills must be made individually by participants on departure from the hotels.

Hotels

PARKHOTEL, Bremen, Im Bürgerpark	
single room with shower	DM 66,50
single room with bath	DM 79,50
twin room with bath	DM 123,00

HOTEL COLUMBUS, Bremen, Am Bahnhofplatz

Situating at the central station, near to city; Ten minutes walk to the conference facilities.	
single room with bath	DM 67,50

HOTEL FRANKE, Bremen, Hohenlohestraße

Situating near to central station; Ten minutes walk to conference facilities.	
single room	DM 26,—
single room with shower	DM 36,—
twin room	DM 46,—
twin room with shower/bath	DM 58,—

All prices including breakfast, tax and service

substantial further progress was made. The proposed new National Ports Authority would inherit an industry with ports much better equipped with modern facilities and in a far stronger management and financial position to exploit them than would have been the case either ten years ago, or in 1970, when different reorganisation proposals were put forward: it is only proper that these achievements should not be lost sight of and that a structure should be established which will not undermine the sense of motivation which has brought them about.

Modern facilities

The Annual Report indicates that, in real terms, capital expenditure by port authorities is still declining from the peak achieved in 1965 and most new facilities are specialised ones, instanced by the fact that some 40 per cent of the proposals approved in 1974 are directly or closely related to the exploitation of North Sea Oil. Although there may be doubts about the short-term growth prospects for total world oil traffic, it is essential that we should be ready to seize our own North Sea opportunities. In terms of the total capital investment required the port industry's contribution may be relatively modest; it is nevertheless one of the many vital links in the chain and the Council have continued to give all assistance in their power towards the efficient provision of the necessary harbour facilities. It is significant that no serious criticism of the lack of such facilities has been made. Attention is naturally centred on Sullom Voe and Scapa Flow (where the combined throughput in the early 1980s is likely to represent two-thirds of the UK's present oil consumption) and on the other Scottish oil ports but the Council have also been involved in the preparation for possible oil industry activities in the Celtic Sea. Much has been made by critics of British ports of the allegedly superior facilities available for large oil tankers in Continental Europe ignoring the excellent natural deep water available at Finnart on the Clyde and the developments at Milford Haven to accommodate tankers in excess of 250,000 dwt. It is good to be able to record further progress with the new mono-buoy terminal off the coast of Anglesey as an example of British ability to adopt and adapt the new techniques required when making provision for the still larger crude carriers which may be in prospect.

Section One of the Harbours Act, 1964, which established the Council, lays a duty on the Council to formulate, and keep under review, a national plan for the development of harbours in Great Britain. This is one of those excellent clauses which is capable of a variety of interpretations according to the attitude of the reader; at a time when many people are urging "national transport strategies" it may be interesting to record just one practical example of how the Council go about their work.

Following our detailed forecasts of tonnages of cargo traffic in 1980, a team of Council staff recently completed a second study to estimate for 1980 the total amount of general cargo likely to be moving to and from Great Britain by mode and by route, and to compare this with an assessment of the capacity of existing and approved berths. According to this 1980 study the estimated total unit load capacity at British ports amounts to 43.8 million tonnes, (12.4 million tonnes at deep-sea container berths, 11.9 million tonnes at short-sea container berths and 19.5 million tonnes at short-sea roll-on/roll-off berths) as compared with a throughput exceeding 30 million tonnes at

present. In each category these capacities are in excess of the estimated demand up to 1980. In terms of total national capacity no shortage of facilities is therefore expected and any shortfall in short-sea facilities in a particular region could be satisfied relatively easily. But it is important to avoid over-simplification of the issues which arise. In many countries, both in developed industrialised ones and sometimes even in less developed areas, the lavish provision of facilities for container and unit load traffic seems to be a matter of national pride. The Council would claim some proportion of the credit for the fact that such facilities in the UK despite some excess of capacity have a better utilisation factor than in most other countries.

The really essential point is the efficient service of the nation's trade, the demands of which do change, and it was against that factor as well as total national capacity that the British Transport Docks Boards' application for authority to construct a new deep-sea container berth at Southampton to cater for the containerisation of the South African trade planned for 1977 had to be viewed. The Conference Lines had expressed a clear preference for Southampton and BTDB had successfully negotiated a situation where the Lines were willing to support this preference with financial guarantees. Accordingly although the development represented an addition to the total deep-sea container capacity recorded in the 1980 study, the Council, after careful analysis, including discussions with the shipowners concerned as well as the ports, had in the event no hesitation in supporting the Southampton proposal.

It is important that glib phrases about national strategies should not be used unless there is a background of detailed analysis, of traffic, ship design, port facilities and manpower, against which to make these decisions. While it seems unlikely that there will be any immediate requirement for further berths if the danger of over-provision is to be avoided, I hope that this Southampton example illustrates that long-term planning for ports is certainly not an easy science but, rather, a difficult art, and it requires the closest co-operation not only from port authorities, but also from shipowners and shippers and, not least, industrialists.

Much of the concern about UK port planning hinges on the unanswered question which remains a subject for continued debate—can ports only respond to the demand made upon them, i.e. is their prosperity totally dependent on the prosperity of the hinterland's economy, or can the national policies that are followed for port construction, marketing and finance directly enhance the volumes of traffic and growth potential both of the ports and the national economy?

For the critics of UK port policy, at least as regards physical facilities, there is one simple double-barrelled question which they must answer—"What facilities would you like to have seen built over the last ten years which have not been built—and what facilities have been built which in your opinion should not have been built?" Obviously many will have something to say under both heads, not infrequently as regards the first, without serious economic justification; and as regards the second, about ports which are rivals to their own. Obviously too, some mistakes have been made: with some experience of industrial investment generally I would have been very surprised indeed if they had not and I personally think the

(Continued on Page 20)

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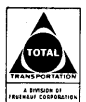
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port investment record stands up rather well.

Ports and the EEC

It is not our purpose to comment on the referendum result as a national issue but I would only emphasise that anything which is good for the flow of trade is good for UK ports and that our continued membership of the EEC must be helpful in the continuing but protracted discussions on possible harmonisation of European port policies. Trade with the other countries of the EEC has been the fastest growing sector of our non-fuel trade rising from 14.5 m tonnes in 1965 (16½% of the total) to 27 m. tonnes in 1973 (24½% of the total). Expectations of further growth, as well as the maintenance of such short-sea trade as might have been carried through the Channel Tunnel, place special emphasis on the need to ensure that our East and South Coast ports are fully equipped to handle this growth: we do not expect any immediate shortages in capacity and it will be relatively easy, and quick, to expand capacity in line with the actual growth in traffic.

Unsubstantiated comparisons

The port industry feels very exposed at the moment: with two important pieces of legislation in prospect, it faces a period in which critical eyes will always be focussed upon its activities. The Council are concerned that any such criticism should be both fair and well-informed—and as I have indicated above, this is not always the case.

For example, in the recent House of Commons debate on ports, one speaker called for "massive capital investment" in the ports; but, as I have shown above, this might have been true ten years ago but would be a recipe for over-capacity today, subject only to the reservation I make below about the possible development of the "industrial port". More serious are the continued unfavourable comparisons drawn between the productivity of British dock workers and those at Continental ports. At the present time, in the Council's opinion, such comparisons as have been made are generally invalid: like is not being compared with like either in terms of cargo handled or equivalent working conditions and the figures quoted are not all that much more meaningful than comparing the productivity of a bulk discharging operation with the discharging of conventional general cargo in terms of tonnes per gang-hour—or arguing that productivity must have at least doubled over the last decade because the work force has halved in numbers. The practicability of valid comparisons is a subject on which the Council have been seeking to initiate studies for at least two years, both because of their value for manpower forecasting and because I believe that, at a time when the organisation of manpower engaged in cargo handling is under the political microscope, the nation has a right to know the true facts and where, if there is any blame, it should lie.

Obviously, the co-operation of port authorities is an essential feature of any such study and the Council are therefore glad that the British Ports Association has now agreed to progress such comparisons, with the Council being represented on the steering committee: it is essential that the study should as soon as possible be extended to cover not only British but also European ports. There can be only three possible results of such a study—either everyone with any real knowledge of the difficulties will be convinced that it simply is not practicable to make valid

comparisons, in which event it will be easier to demolish critics who use false figures; or we will be satisfied that British productivity compares favourably with equivalent Continental situations, in which event the criticism will be demolished, though the study should be of value, on an inter-port comparison basis, in indicating scope for further improvements in operational efficiency; or it will be shown that we do compare unfavourably, in which event anyone with pride in British efficiency, and not least dock workers themselves, will be the first to be determined to remedy it. Nothing but good can come out of these studies—and I hope preliminary results will soon be available.

Touche Ross Report

One area of comparison between British and Continental ports on which reliable information is available is port infrastructure costs. Touche Ross & Co. carried out a comparative study for the Council in 1969; this was updated last year, and the latest report confirms that the major North West European Continental ports receive, in varying degree, substantial financial assistance from national or local government without which their charges on ships and goods would have to be substantially higher.

British ports do not receive subsidies, although for five years to 1971 grants of 20 per cent were available to port authorities (equivalent to tax allowances for investment to other industries) for modernisation schemes, which amounted to £59 m. in total, and from time to time certain municipal ports received relatively minor support through local rates. The Council's view on subsidies has always been that, to adapt a quotation, these 'dull the edge of husbandry', that ship and goods dues must be seen only as a part, and a relatively unimportant part, of the total through transport costs of the cargo, and that the greatest spur to efficiency is the need to be economically viable without the hope of assistance from state or local authority. But it follows that any comparisons made between the performance of British and Continental ports must take account of the fact that Britain's port industry is self-supporting: most others are not.

This report has now been discussed, with a wide number of people, and a meeting was held with the British Ports Association, at which major port authorities were strongly represented—it was clear from that meeting that the great majority of the authorities were against any form of subsidy for British ports but that a new approach may be needed to simplify the problems of land use and on planning procedures for waterside industry. In this way particular emphasis could be laid on developing an "industrial port", alongside the more conventional "commercial port"—and it is for this aspect of renewed industrial activity, for both large and small industrial developments, that more coherent support (and perhaps financial aid in selected cases) should be based.

Finance

In the context of finance, once again we have produced our customary table of the financial record of 20 major port undertakings; the figures for 1974 contain an element of estimation, but include the effect of the write-down of capital at the Mersey Docks & Harbour Company.

	1970	1971	1972	1973	1974
Capital employed £m	<u>558.3</u>	<u>580.5</u>	<u>597.0</u>	<u>632.3</u>	<u>620.6</u>
Operating revenue	135.8	157.9	172.7	205.3	231.2
Expenses	107.5	117.2	128.0	155.9	183.7
Depreciation	<u>11.6</u>	<u>12.6</u>	<u>14.2</u>	<u>15.7</u>	<u>16.4</u>
Operating Surplus after depreciation	16.7	28.1	30.5	33.7	31.1
Interest & Dividends Receivable	<u>2.0</u>	<u>1.9</u>	<u>2.3</u>	<u>3.9</u>	<u>6.2</u>
Surplus before interest charged	18.7	30.0	32.8	37.6	37.3
Interest charged to revenue	<u>20.1</u>	<u>22.4</u>	<u>22.7</u>	<u>25.6</u>	<u>26.1</u>
Net surplus before exceptional items	<u>(1.4)</u>	<u>7.6</u>	<u>10.1</u>	<u>12.0</u>	<u>11.2</u>

Obviously in 1974, and even more so in 1975 to date, Britain's economic problems, notably the energy crisis and the high rate of inflation, are creating difficulties for the ports no less than for other sectors of British industry, reducing the flow of traffic in many trades and increasing costs. Although full returns are not yet available, total traffic in 1974 appears to have fallen by cent compared with 1973: this till represents a 5 per cent increase on the 1972 figure and, within the 1974 total, unit load traffic increased by 6 per cent. In common with the rest of British industry, the ports found it necessary to make substantial increases in their charges during 1974: but, as the above table shows, total operating revenue increased 1973/74 by only 13 per cent and the average of increases in ship and goods dues at just over 20 per cent was in line with the increase in the retail price index. In respect of a year in which public sector industries, or some other parts of British industry were not noted for their profitability, nor for their lack of requirement for central Government funds, the contrast in the ports is worth emphasising: they have not had a subsidy—nor with the exception of Mersey any write-down of capital; they do generate profits and in 1974 the total draw-down of loans from Government funds, net of repayments made, was no more than £2.3 m; over the five year period operating cash flow (depreciation plus net surplus) has grown from £10.2 m to £27.6 m. Could not some of our critics take a closer look at these numbers, which speak for themselves?

However, while there is some satisfaction, there can certainly be no complacency and both in real and money terms considerable further improvement is required. It is now well known, and reference has been made to this in previous Reports of the Council, that for many years port charges were too low in relation to the real cost of providing the services for which they were levied. To bring the industry to an acceptable level of profitability charges needed to be increased by greater amounts than those required solely to compensate for increasing costs, and the Council have encouraged port authorities in this. The present financial performance of the industry, with yields on capital still well below the norm for the rest of British industry, would indicate that further increases in charges are inescapable; the extent of such increases will depend upon the industry's continuing efforts to reduce costs through greater efficiency.

In fixing charges levels one difficulty is the absence of clearly defined financial objectives for ports. British ports taken as a whole could be regarded as being in essentially a monopoly situation but provide a vital public service, and it

would clearly not be right to direct them all simplistically to maximise their profits at the expense of their customers; on the other hand, the user must be prepared to pay a fair price for the service he gets. As has been mentioned in earlier reports, the Council have been examining the problem in collaboration with the ports with a view to establishing financial objectives common to the entire industry. These proposals have now been settled and will be published shortly: the basic theme remains a cash flow objective, ie the objective of meeting all outgoings due in the year reviewed, plus a substantial proportion of capital expenditure.

Once these objectives have been defined it will be easier to determine the basis for suitable charges levels, ie such charges as may be necessary for a port to meet its financial objectives.

The Government's proposals

The Government's proposals for reorganisation of the industry were first published last August, and a revised consultation document, taking account of comments by interested bodies, including the Council, was published in April. The Council have sought to advise the Government how best to implement their proposals in the interests of the ports, their users and their employees: the proposals represent a new concept of marrying central controlling powers with an essential element of local initiative and inevitably produce their own type of difficulties. But no-one could say that existing precedents for the structure of public ownership are so successful that they should be slavishly followed.

The Government has also published a consultative document on Dockwork, recognising that this may be a more urgent problem: it will perhaps to some be a surprising indication of the unusual features of this industry that its corporate reorganisation and the basis of employment of half its workforce can effectively be considered as two separate subjects. The Council have indicated that they believe that most careful thought must be given to establishing the right working relationships between the ports, the proposed National Ports Authority and the National Dock Labour Board. Port authorities are now the direct employers of over two-thirds of the registered work force as compared with only one-third in 1970 and this proportion will increase to the extent that port businesses are taken into public ownership: investment and planning decisions, for which the NPA would have a major role, also have significant effects on manpower requirements; and all the forecasts indicate a continuing decline in the total demand for labour, at a time when recent severance agreements have produced a situation where limited natural wastage can be expected. It would be tragic if this opportunity was missed for providing both a securer understanding of the relationship between a successful port authority and the totality of its employees and also a better basis for manpower forecasting.

Manpower

Hence the importance, as our Annual Report stresses, attached by the Council to their current work on manpower forecasting, particularly since the changing technology is changing manpower demands. The case of South African containerisation is quoted above as a problem of investment planning—it has greater, and more pressing

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The Motorway Port— An introduction to the Port of Bristol

Port of Bristol Authority

(See front cover also.)

Bristol, 12th June, 1975:—August of this year will see the flooding of the Port of Bristol's new West Dock. Constructed in the dry, the dock will provide a valuable addition to the Port's existing facilities at Avonmouth, enabling ships of 70,000 tonnes deadweight to be accommodated.

Bristol's maritime connections stretch back before recorded history. The ancient Port of Abona, built by the Romans two thousand years ago, lay halfway along the course of the River Avon, between central Bristol and the Severn Estuary. Later, in 1239, the first major improvement of the Port took place when the Broad and Narrow quays were built in the centre of the City at the then considerable cost of £5,000.

From that time until the end of the 19th century, Bristol City Docks, now due to be closed to commercial traffic by 1980 at the latest, played a major role in the increasing importance of the City and Region. The River Avon had provided a defence against surprise attack from the sea, but in 1877, when Avonmouth Dock was opened at its mouth, this danger was no longer real. In 1879, Portishead Dock followed; the Avonmouth and Portishead Docks being acquired by the City Council in 1884, and remaining in their ownership ever since.

At the turn of the century, Avonmouth Dock was extended by the construction of the Royal Edward Dock, built at a cost of £2,231,741, and it is this dock which is the main centre of the Port's activities to-day.

The Roman ships which used the port of Abona were



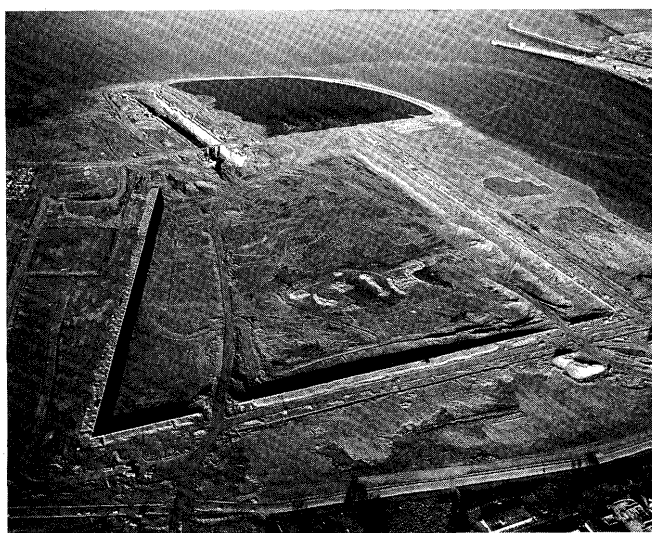
Mr. G.L. Lowery
General Manager
Port of Bristol Authority

less than 30 metres in length. The Royal Edward Dock was built with an entrance lock 266.7 metres in length and 30.5 metres breadth. When constructed there was no ship afloat which could fill such a lock and so it was that until well after the end of the Second World War, Avonmouth could accommodate the largest cargo ship then built.

The Port lies on the northern bank of the River Avon at its junction with the Severn Estuary. The 1877 dock is now largely given over to tenants engaged in milling and compounding processes and there are only two berths equipped with craneage for the handling of general cargo. Of these, "L" berth is equipped with five 3-tonne cranes and having access to a two-storey transit shed of some 8,000 square metres. Depth of water, alongside, in this dock, varies between 7.6 to 8.5 metres and the dock is connected to the Royal Edward by a junction cut.

With 3,755 metres of operational quay the Royal Edward Dock is the main centre of the Port's operations. A water area of 29.54 hectares includes a turning circle of some 213 metres in diameter, the largest ship that can be accommodated being of the order of 30,000 tonnes deadweight. Depth of water alongside varies throughout the dock from 9.5 metres to 10.4 metres.

Many of the berths in this dock have been redeveloped to cater for present day demands, an example being the old "Q" and "S" sheds. In only 8 months during 1972 these were removed and replaced by a new 305 metre by 50 metre single-storey warehouse set 24.2 metres back from the edge of the quay. This forms an excellent terminal which can be used for any general cargo trade and incorporates two of the best berths in the Port. Earlier, in 1969, "O" and "P" sheds were reconstructed, "O" Shed being the principal berth for the discharge of refrigerated cargoes. This shed is linked with the Authority's Cold



An aerial view showing the progress so far on the Port of Bristol's new West Dock scheme. The trapezoidal shape of the dock can clearly be seen with the entrance lock and the adjacent pumping pond at the top of the photo. (Photo: West Air Photography)

Stores, with a capacity of 13,275 cubic metres, by an overhead escalator gallery, while the Port Transit Cold Store is situated just behind "O" Shed.

A major scheme for the renewal and improvement of grain discharging plant was completed in 1972 and included the installation of 2 by 254 tonnes per hour capacity shore suction elevators to supplement the existing 4 by 203 tonne shore elevators. The discharge of grain can be accomplished at three berths along a 457 metres length of quay with access to a granary system with a total storage capacity of 93,000 tonnes. The five granaries comprising the system are inter-connected by conveyor bands and grain may be moved in any direction at will with facilities for re-delivery to rail, road and craft, in bulk or sacks.

The west side of the Eastern Arm, known as West Wharf, has five berths and is primarily used for the discharge of bulk and general cargo for direct delivery and cargoes requiring open storage. West Wharf 5 at the north end is served by three 12½ tonne Kangaroo grabbing cranes and provides the terminal for phosphate and ore cargoes for the Commonwealth Smelting Ltd. and Fisons Ltd. The berth is linked direct to these Companies' factories by an overhead conveyor.

The south end of West Wharf has been laid out as an open storage area for unitised packaged cargoes and facilities for roll-on/roll-off ships with stern ramps have been provided. This berth, known as the North Wall, is 121 metres long and is also used for loading bulk exports by conveyor and for the discharge of bulk liquids to road tankers.

On the west side of West Wharf is a self-contained Oil Basin, containing 8 berths, 4 of which are equipped with common user pipe-line systems. The facilities are used for handling imports, exports or bunkers, and four sets of Chiksan hydraulic-assisted marine arms are used with the system. Most of the leading oil companies have storage and distribution depots at the docks and in addition Fisons Ltd. is also linked to the basin by a pipeline connection which carries liquid anhydrous ammonia to 30,000-tonne capacity storage tanks.

A distinctive feature of cargo working at the Port is the facility afforded for direct ex-ship delivery of a wide range of commodities to road, rail and waterway transport. In this connection, a wide range of modern mechanical equipment is employed with extensive back-up facilities for service and maintenance. In addition to specialised cranes, ranging from a 150-tonne floating crane to a 9-tonne transporter, general cargo berths are equipped with wharf cranes ranging from 2 to 10 tonnes capacity. Mobile cranes with lifting capacity from 6 tonnes to 32 tonnes are also available.

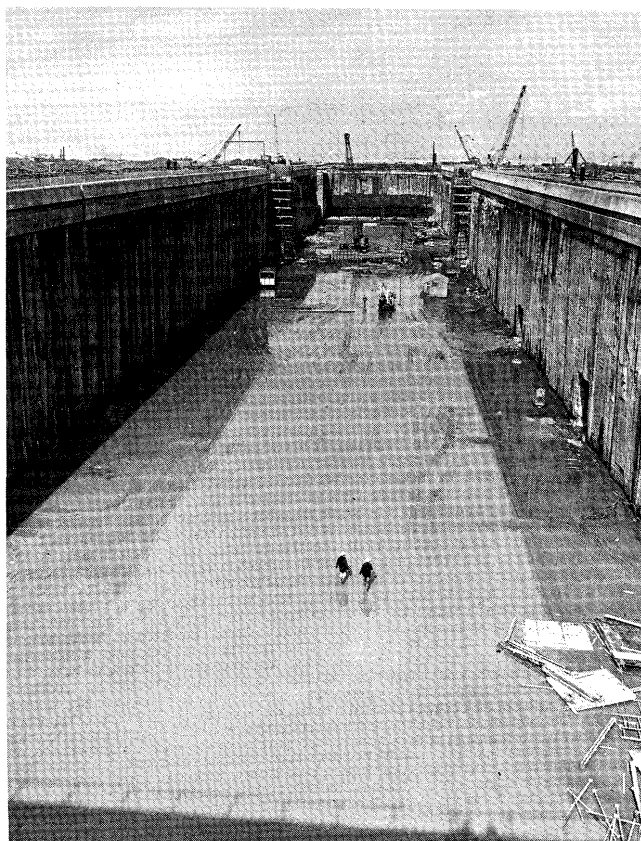
Trades requiring extensive mechanical equipment are forest products, meat, tea and bulk animal feeding stuffs which utilise a wide range of mobile machinery, such as fork trucks, squeeze clamp trucks, mechanical shovels and conveyors.

An internal railway system comprising 9 diesel locomotives and 500 internal user wagons operates over the Authority's 60 miles of rail track. A further facility is the provision of three rail and road weighbridges of up to 60 tonnes capacity giving a grossing and taring service.

In the middle decades of this century, however, the rapid increase in ship sizes and the advent of new methods of cargo packaging and handling, began to expose a number of limitations inherent in the existing facilities. The Docks



An aerial view of the largest lock in the U.K. When completed it will be 366 metres in length and 42.7 metres wide. (Photo: West Air Photography)



Construction in progress on the largest lock in the U.K. The entrance lock to West Dock is 366 metres in length and 42.7 metres in width. (Photo: Ken Fraser)

Committee of the City Council toured the Continental Ports and in 1962, in Hamburg, took the decision to build a new dock on land owned by them, between the mouth of the River Avon and Portishead. Within this area, on the south side of the Avon, roughly 810 hectares of land had been acquired, commencing in 1958, in anticipation of just such a possibility. The next decade was to be occupied in



The 305 metre by 50 metre single storey warehouse which replaced the old 'Q' and 'S' sheds at Avonmouth. (Photo: Ken Fraser)



A view of the Eastern Arm of the Royal Edward Dock at Avonmouth with a vessel discharging coal in the foreground. In the background can be seen the anhydrous ammonia storage tanks with a total capacity of 30,000 tonnes. (Photo: Colin Momber)

obtaining Governmental approval for the construction during which several schemes were submitted, final approval being obtained in 1970.

The West Dock site is justified by solid geographical advantages. Bristol's position in the South West of the Country gives it something like a 24-hour voyage steaming time advantage in relation to other major U.K. ports in respect of most world trade routes. The motorways, whilst not planned to give easy connections to the U.K. ports,

fortuitously pass within a few miles of both Avonmouth and West Dock and the Port of Bristol can justifiably claim to be Britain's first and only Motorway Port.

Seven miles north of Avonmouth lies the multi-level Almondsbury motorway interchange connecting the M5, Exeter to Birmingham Motorway with the M4, London to South Wales motorway. The West Dock is the only port in the U.K. with direct motorway access via a mile-long Port-owned access road linked to the M5 junction No. 19, the Portbury junction. Thus, when operational, road transport leaving the new dock can be on the motorway in minutes, with the heart of Britain's Industrial Midlands within two hours' driving. London and South Wales, as well as the Midlands, can all be reached within a few hours, and the North of England, too, is easily accessible with the motorways connecting the Port right through to Scotland. A rail link to the main British Rail network will also be provided if required.

The Dock itself is trapezoidal in shape, covering some 28 hectares of water area and providing a 427 metre turning circle clear of ships moored at the berths. There are six berths, two on each of three quays with a total length of 1,829 metres. Each of these berths is capable of accepting ships up to 70,000 dwt, with a length of 289 metres by 39 metres breadth. Maximum draft will be 13 metres. Provision for a Ro/Ro basin is being made adjacent to the inner end of the entrance lock on the south side where the quay wall is being omitted. Behind each berth is a minimum depth of 183 metres of back-up area with up to 305 metres available if necessary on some berths and more land, for stacking out cargo, adjacent.

Entry to the dock basin is provided by the largest lock in the U.K., 366 metres in length and 42.7 metres wide. Two pairs of mitre gates will be fitted initially but provision for a third, middle pair, is being built in. From the lock a swallow-tail approach is being dredged by the cutter suction dredger HAM 210 and, eventually, 2 million cubic metres of spoil will have been removed, the majority pumped ashore to reclaim low-lying areas surrounding the dock.

The cost of the project, infrastructure and initial berth development, is £28 million, of which by far the largest proportion will be spent on the entrance and associated works. Costs in general have been kept down by using a new but proven method of construction known as diaphragm walling. Using this method has enabled vast areas of reinforced concrete to be cast in situ without the use of costly wooden shuttering. Another cost-saving feature is the construction of a pumping pond, 8 hectares in area. It is anticipated this pond will save dredging costs by letting much of the silt, prevalent in the waters of the Severn Estuary, settle out of the water used for locking operations and maintaining dock levels. Smaller capacity pumping equipment can also be used in conjunction with the pond, saving on initial capital expenditure and running costs.

When the dock becomes operational in 1976, a minimum of two berths will be operational. One of these berths, No. 2, is being developed for forest products and equipped with a single-storey shed 160.9 metres long by 59.9 metres wide, sited 60.9 metres back from the quayside. The berth will be paved and provided with a 40-tonne gantry crane capable of handling not only forest products but heavy unit loads, steel goods and containers. Crane track will be run the full length of this berth, and continued through the adjacent No. 1 berth, which is being completed as an open

(Continued on Next Page Bottom)

Port of Toronto Study...1975-1985

Toronto, Ontario, April, 1975 (John Jursa, Director, Public Information & Community Relations, Toronto Harbour Commissioners):—The Port of Toronto stands to gain a significant increase in trade and cargo tonnage if actions are taken to implement the priorities identified in a report released recently. The \$30,000 study was done by Price Waterhouse Associates in conjunction with the staff of the Toronto Harbour Commissioners.

The issues include: a commitment to industrial development, water transport and rail tariffs, a translake ferry service, a Great Lakes feeder service, the arbitrary designation of export ports and the extension of the St. Lawrence Seaway shipping season.

Other major factors which will have a strong impact on future trade include: containerization, competition with other eastern Canadian ports and to a limited degree with the ports of Vancouver and New York, charter rates, municipal policies and provincial and federal transportation policies.

Based on historical factors and trade figures, the study indicates that the port's bulk cargo tonnage, related directly to the growth of industries located at or near the harbour, is expected to remain at a level of 2.9 million tons. This projection takes into account that one of the largest users of the port will leave the Toronto area by 1978 because its property has been expropriated by the Federal Government to accommodate the development of a waterfront park.

While the bulk figure takes into consideration new industries which might be attracted to available waterfront sites, the forecast of new industrial growth trends remains at best an estimate based on available information which could change in a relatively short space of time.

The report points out that "policies and action of the municipal government could have a significant influence on future volume."

Waterfront industry contacted by the study team left the impression that it felt as if it was an "unwelcome and undesirable intruder on the waterfront" and sensed a definite threat to its continued existence because of the way it was interpreting municipal feelings.

"Whether its concerns are legitimate or not, it is evident that such perceptions have long-run implications for industrial investment decisions and the ability of the Toronto Harbour Commissioners to attract new industry to the waterfront," the report says.

It goes on to explain that the issue is of prime importance to the Commissioners because they have the

facility. The No. 1 berth will not be surfaced until it is being fully utilised. The gantry crane will be able to serve both berths, operating along its 609.5 metres of track.

This arrangement will give a degree of flexibility, useful to the common user element in the potential trade for the Dock. Traffic contracted for between the present and the opening of West Dock, could of course be accommodated at one or more of the remaining four berths.

Justifiably marketed as "Avonmouth—The Motorway Port", the Port of Bristol's facilities at the mouth of the River Avon are once again in its long history being adapted and strengthened to meet the challenge of the future.

responsibility under their Federal Act of operating the port. Also under a section of their Act of Incorporation, the Commissioners are empowered to regulate and control the use and development of all land and property on the waterfront within the limits of the City of Toronto. A special note is made of the fact that the Commissioners have fulfilled their duties under the act through a policy of close co-operation and integration with city zoning policies.

Particular emphasis is made of the present atmosphere of uncertainty—created by changing social attitudes and a search for priorities—which hinders efforts by the Commissioners to attract new industries and discourages expansion of existing operations.

The report recommends that the Commissioners should seek a commitment from the City of Toronto to industrial development in the eastern harbour area in order to minimize the uncertainty on future land use policies, to reassure industries of their right to continue operations indefinitely, subject to reasonable environmental constraints, and to lend credibility to the Commissioners in attracting new industries to available sites.

The general attitude of the city's planning board may be changing because its report—A Place For Industry—provides a new perspective on the value of industrial development to the city.

Startling figures in this report show that industrial employment in the city itself has declined in the last 20 years to a level of 113,000 jobs in 1971. Within this classification, manufacturing employment has dropped from 160,000 in 1950 to 82,000 in 1971, while in Metropolitan Toronto it has increased dramatically from 187,000 to 334,000.

Only about 20 per cent of bulk cargo passing through the port has its origin or destination overseas while the balance represents domestic of U.S. trade.

"Since most of this cargo is processed by industries located on or near the waterfront, the volume is closely related to the capacity of these industries," the report states and adds that in the longer run volume depends on the viability of these industries and their ability to grow in the domestic and export markets.

An obvious point is made of the fact that any successful initiatives to attract new industries to the harbour area would result in tonnage growth.

In a letter submitted as part of the report, Lorne D. Almack, a partner in Price Waterhouse Associates writes: "Under conditions of uncertainty, such as those which prevail at this time, we suggest that it is a wise policy to keep the options open to meet possible future needs."

This reference is aimed at the port's general cargo which is most likely to be affected by any radical changes in modes of transportation and at industrial growth which could result in increased bulk tonnages.

In its general cargo estimates, the report reveals that more than 50 per cent of this type of cargo now moves through eastern Canada ports in containers and that this proportion is expected to increase gradually to about 75 per cent by 1985.

"We estimate that Toronto will capture about two per cent of this container traffic, or 150,000 tons," the writers

say.

The break-bulk component of general cargo will decline gradually, but it is anticipated that Toronto will continue to attract this trade because of the economic advantage inherent in transporting break-bulk cargo by water. Trade in this cargo is expected to be in the range of between 400,000 and 450,000 short tons per year through the next decade, a moderate increase from the current level so that the 1985 general cargo total is projected to range from 550,000 to 600,000 short tons.

However, these figures do not take into account factors such as the future viability of U.S. Great Lakes ports, the direction of charter rates, the attitude of municipal government towards industry, a translake ferry service or a container feeder service, all of which could have a significant impact on the port's future growth.

Containerization is identified as one of the major factors which will affect the port. The inter-modal freight container has revolutionized the transport and handling of general cargo. It has brought about a new generation of fast ships, some integration of transport services, consolidation of smaller packages and reduced labour.

In the near future, containerization is limited by the lack of container services in parts of Asia (India and Pakistan), Africa and South America. In the longer run, certain commodities are difficult and uneconomical to containerize such as steel products, heavy lift machinery and transportation equipment.

The report explains the port will continue to handle a significant amount of break-bulk cargo that cannot be containerized, or containerizable cargo to and from underdeveloped countries which do not have regular container services.

Containerized cargo will certainly increase if a Great Lakes feeder service or a translake ferry service is implemented. While a Toronto to Montreal feeder service was mentioned as a potential development which could benefit the port, some shipping line executives doubted that a feeder service could compete with current Canadian railway volume rates.

A feeder service already exists in the Great Lakes and is operated by Machester Liners only between U.S. ports and the Port of Montreal.

The authors of the report say that because most shipping lines prefer to terminate their container services at ocean ports, there is a heavy flow of containers between Great Lakes and east coast ports and that most of this traffic is hauled by the railways.

"There is support among those interviewed," the reports says, "for the concept of a feeder service to move containers between U.S. Great Lakes ports, Toronto and Montreal. The proposed service would take advantage of the opportunities and recognize the constraints of the Seaway.

However, the report cautions that the main challenge facing such a service is fragmentation of the marketing efforts of the U.S. ports in the Great Lakes.

"A feeder service cannot afford to call at a myriad of ports," the study says, "but must concentrate its calls at three or four. At present, competition is so fierce between U.S. Lakes ports that each individual port protects its cargo jealously and frustrates efforts to consolidate cargo movements."

The translake ferry service is a distinct possibility because of the advantages it would offer. Discussions have

been taking place for some time between the Commissioners' officials, the Provincial Ministry of Transportation and Communications and private industry concerning the possible inauguration of a year-round marine service between Southern Ontario and New York State across Lake Ontario. The natural terminal points for this service are presently considered to be Toronto and Rochester.

"Such a service would reduce some of the growing pressure on the Queen Elizabeth Way and the rail piggyback system for freight traffic between New York State and Southern Ontario," the Price Waterhouse report states.

Preliminary figures show that an estimated 75 to 80 per cent of trucks moving across the Niagara Frontier are destined for or originate in the Toronto region.

The proposed translake ferry service could be operated by private enterprise with or without public support.

"If public support were necessary to make this service viable, the Ministry of Transportation and Communications could assume this responsibility using funds that would otherwise be spent to expand the highway system to carry the same traffic," the report points out.

The authors of the report go a step further by suggesting that the ministry could operate the service "using the same rationale that fathered the GO-Transit system." (This is a provincially subsidized commuter train service to centres bordering the Metro Toronto area).

A subtle shift in the Provincial transportation policy also augurs well for the marine mode because the Ministry of Transportation and Communications is encouraging the creation of "a functional, integrated and balanced transportation network best suited for the needs of each area."

Two factors which have caused the shift to a broader transportation approach are the possible capacity constraints of the highway system in the province, particularly the Queen Elizabeth Way and the increasing concern with the environmental effects of transportation development on noise disturbance and on the efficient use of energy.

The recent provincial Great Lakes Deckhouse Barge Study concluded that "the current freight savings available from this modern technology supports the hypothesis that our quietest, cheapest highway (the Great Lakes) is not being used to its full potential."

Competition is another issue facing the Port of Toronto. The report explains that as of December, 1974, an importer or exporter in the Toronto area faced the same shipping costs for container traffic regardless of which port was used. But this has changed since the report was written because of a new charge instituted by the railways. Each container coming to Toronto directly by water can come in for \$16.50 less than by rail.

Competition is based on cost, frequency and quality of service, according to the report.

"Apart from price and frequency of service there is a sound basis for routing traffic through the Port of Toronto because of the quality of service.

"Toronto is not a congested port, a factor which allows easier access under normal circumstances and faster relief when a shipment is lost or damaged," the study reveals.

The Price Waterhouse report notes that in some cases the freight cost to a user is now the same regardless of route—all-water or water-rail. But this would not necessarily continue if water service to Toronto were abandoned.

"This would encourage the railways to increase rates, only limited in the short run to those offered by road transport between eastern Canada ports and Toronto. In

the longer run, rail rates would tend to remain near water rates as long as the re-establishment of water transport to Toronto is credible."

Another competitive factor which is permitted under the National Transportation act includes incentive rates which are offered for export shipments but only to Montreal and east coast ports.

"The rationale for these incentive rates is encouragement to manufacturers in the development of new export markets which benefits both the manufacturer and the railways," says the report.

"According to railways officials, Toronto is not considered an export port because it has never been considered an export port. Perhaps the longer rail haul to eastern ports affects this perception," the report adds.

In its priorities, the report says: "While the establishment of export incentive tariffs, per se, is not questioned, we suggest that the arbitrary designation of some ports and not others, may be contrary to the public interest."

Charter rates are another significant factor affecting traffic into the Seaway and to the Port of Toronto. Short term indicators point to a decreased pressure on charter rates, a trend which would be reinforced by the reopening of the Suez Canal. A reopened Suez would also alleviate serious congestion problems encountered by lines serving Africa.

Also identified as an impact factor was the extension of the St. Lawrence Seaway shipping season, to 10, 11 or 12 months, which would significantly affect the volume of traffic to Toronto and other Great Lakes ports.

"However, it is unlikely that the technical, economic and political problems posed by this development will be resolved before the end of the study decade," the study indicates.

"Because of the potential impact of this development on the port, further studies should be undertaken."

A U.S. study showed that the annual benefits of a 10-month shipping season would be \$89.7 million compared to costs of \$16.8 million. An 11-month season would have annual benefits of \$129 million with annual costs of \$18.6 million.

Technical problems associated with extended operation include risk of flooding, reduced efficiency of power generation plants and uncharted ecological effects. Among the economic problems are the cost of breaking ice, damage to structures and the higher cost of insurance premiums to shippers and ship owners.

Finally the report says the Commissioners should continue to emphasize to port users and non-users alike that the viability of water transport depends on their support and that the current level of rail tariffs is fixed at equivalent laid down cost.

Under the National Transportation Act, the railways may set tariffs, subject to certain restrictions, that will maximize profit contribution. The underlying premise is that competition with other modes will regulate these rates to achieve highest possible efficiency of the transportation system.

"Water transport to Toronto is now the competitive mode which provides an upper limit for general cargo rail rates," the report says. It also suggests that the Commissioners should advocate to the Ministry of Transport the development and implementation of federal policies which will maintain water transportation as a competitive control on rail rates.

(Continued from Page 21)

National Ports Council —

problems for the labour force as the estimated 1 million tons of South African general cargo traffic currently calls for the employment of some 1,000 men at least five or six ports: with containerisation, this will fall to around 150, at Southampton alone.

As recommended in the report of the Jones/Aldington Committee, the Council are working with the National Dock Labour Board (who have, of course, the statutory responsibility for determining the size of the register) in seeking to help the Board make the right decisions in the light of the Council's special knowledge of traffic and technology trends. We welcome this increased co-operation between the two statutory bodies, as also the close liaison that has been established with port authorities, port employers, trade unions and shipowners which will enable these port-by-port forecasts to be progressed.

The other point of concern to this Council on the manpower front is to ensure that port authorities generally can offer the same kind of career structure and prospects as are available under best British industrial practice.

Research

During the year the Council revised their own staff organisation to bring all work in the field of technical research under a common direction. The range of expertise of the new Technical Services Division includes civil and mechanical engineering, navigation, method study, work study, operational research and computer systems.

The Report lists the research work in hand; of particular interest is the container berth systems study which is being carried out with the support of the British Ports Association and the active co-operation of the British Transport Docks Board at Southampton, the Clyde Port Authority, the Port of London Authority and the Mersey Docks and Harbour Company. It is hoped that this study will indicate ways and means of improving throughput and service at container berths, a matter of great importance to all ports operating these services. Interest in this project has been displayed by ports throughout the world.

Conclusion

The Council has become accustomed, almost since its birth, to living with its own death warrant nearly signed and it has tried to remain detached in its analytical judgments when it might have been too easy to become personal and emotional.

But at the beginning of a period of argument and legislation, I would certainly wish to return to my theme, that very real progress has been made and a wholly changed atmosphere has been created, most especially over the past few years; of course, there are still major faults but not all of them are the ports' own making and a sad legacy ten years ago of under-investment, inadequate management attitudes and primitive labour relations cannot, be changed overnight with a magic wand. Uncertainty is bad for business, and not least for the ports business which has been the victim of uncertainty for too long: I sincerely hope that the urge to remodel it will not in the process destroy some of the impetus for good that has been all too painfully and gradually created.

Rouen and the Arab world

Rouen Port (International Issue)

Information bulletin of the Port Authority
of Rouen, April 16th, 1975

1974 Trade: 1,920,500 Tons

The relations with the Arab countries traditionally represent an appreciable section of Rouen's port trade. For several years now, the cross-trade between our port and the Arab world has topped the million tons, and it was in 1974 that it rose to its highest level: 1,920,500 tons, or in other words 13.5% of Rouen's sea trade. It is particularly important to note that Rouen has no crude oil traffic with the Arab countries but only bulk and general cargo trade. It goes without saying that the present economic trends have had a very favourable effect on this trade which rose by 54% in 1974 over the previous year. Rouen, a port that maintains close relations with North Africa, has seen its place assured among those ports trading with the Eastern Mediterranean (it has become the leading port in Franco-Egyptian cross-trade) and 1975 will see the beginning of new links with the Arab-Persian Gulf.

Partners old and new

Traditionally, Rouen has specialised in NORTH AFRICAN relations. Trade with Morocco, Algeria and Tunisia dates back a very long time, and has grown steadily as these countries have developed. And so, for example, the merchant fleet of these three countries from now on are carrying on an ever-increasing trade, and their ships have become regular visitors on the River Seine.

As far as MOROCCO is concerned, the chief trade is made up of phosphates, which came on considerably in 1974 (+98%): It was Morocco, in fact, that provided the bulk of raw materials that Rouen industry needed to cope with the growth in her production capacity. On the other hand, there is another customary trade which has greatly fallen away: we refer to citrus fruit and early vegetables (-38%); the Moroccan harvest crop has been disappointing and has been able to contribute little to exports to France in the course of the last season. The rest of the trade comprises general cargo which uses an important chain of regular lines that taken on as much at Rouen for Morocco (Casablanca and secondary ports) as Morocco takes on for Rouen as destination. Thus Morocco is the only Arab country to have a very strong general cargo trade bound for Rouen.

Trade with ALGERIA was formerly mostly in wine. Some years, in fact, the port of Rouen actually imported more wine than crude oil... and this wine came mostly from Algeria. Henceforth, although Algerian wine continues to be particularly appreciated, it is going completely the other way because of the import restrictions imposed by the Common Market. The fall in the wine trade has reduced to nearly nothing the tonnage of Algerian exports to Rouen; in contrast trade in the other direction is flourishing, and Rouen—where the number of lines serving Algeria has swelled greatly in 1974—plays a great part in

delivering metallurgical products, industrial equipment, transport material, etc. needed for this country's development.

Trade with TUNISIA from Rouen is like-wise well maintained; on the other hand, there is little trade in the opposite direction, if you leave phosphates, which reached the figure of 111,700 tons in 1974 (+27%).

Trade relations with LIBYA are unusually erratic, and rumours are circulating among Rouen firms that a regular Rouen/Libya line could soon be coming into being. For the moment, Rouen has been satisfied in exporting tonnages that are small but of particular value; parts for the new Tripoli power station.

Rouen's figures for trade with EGYPT are outstanding, although no import trade yet exists. In 1974 our port exported some 293,000 tons of grain to this country in addition to 197,000 tons of flour; Egypt is therefore the chief importing country of flour from Rouen. A regular line between Rouen and Alexandria could be an attractive possibility for general cargo needing only to pass through our port.

Trade with LEBANON and SYRIA, for a long time comprising solely grain and flour, now shows signs of diversifying on account of a regular line being set up between Beyrouth and Lattaquie. This line, the «Gulf Medline», affords, in fact, a twice-monthly service for general cargo. If the port of Rouen's spreading activities are seen to be consolidating in the Eastern Mediterranean, it is contrariwise in the Arab-Persian Gulf—by being almost non-existent. In these last few years the tonnage despatched to Saudi-Arabia, Oman, Yemen, Kuwait, etc. was made up of odd lots of grain, flour and sugar, etc., with no continuous pattern. It was only the transport of a desalination factory for sea water in 1971 to Kuwait led to a start being made on a regular link. Things promise to change in 1975, for the Navale et Commerciale Havraise Peninsulaire, already well established in Rouen, where they already lay on services to the Indian Ocean, have just decided to set up a regular line from Rouen to the Arab-Persian Gulf, which was otherwise in question. Finally, trade with MAURITANIA, with whom Rouen is closely linked is developing and diversifying; trade coming in from this country remains, however, quite light (cattle cake, mostly).

The Port of Rouen as an economy factor

Why, then, this development of lines that implies trade development? The explanation is to be found in the one fact that the port of Rouen can offer appreciable savings in transport costs from start to finish.

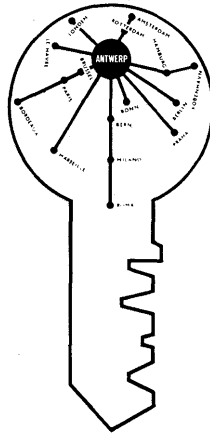
Traditionally, you would automatically think of the Mediterranean in terms of the maritime trade between France and the Arab countries, largely because most of the countries shores are face to face. But in the transport world, it is here that costs must be trimmed. And so, for products from the North of France or from the Paris region, it can certainly be more interesting to choose the port nearest to the point of departure. Now, Rouen, planted 120 km. inland, half-way between Paris and the sea, is best placed to fulfil this role.

This is the reason why Rouen aims to be the port for the Arab countries serving the North of France and the Paris region: it wants to be the «Marseilles of the North». Importers get the direct benefit from this saving, for the freight charges are the same as all the Channel ports. If,

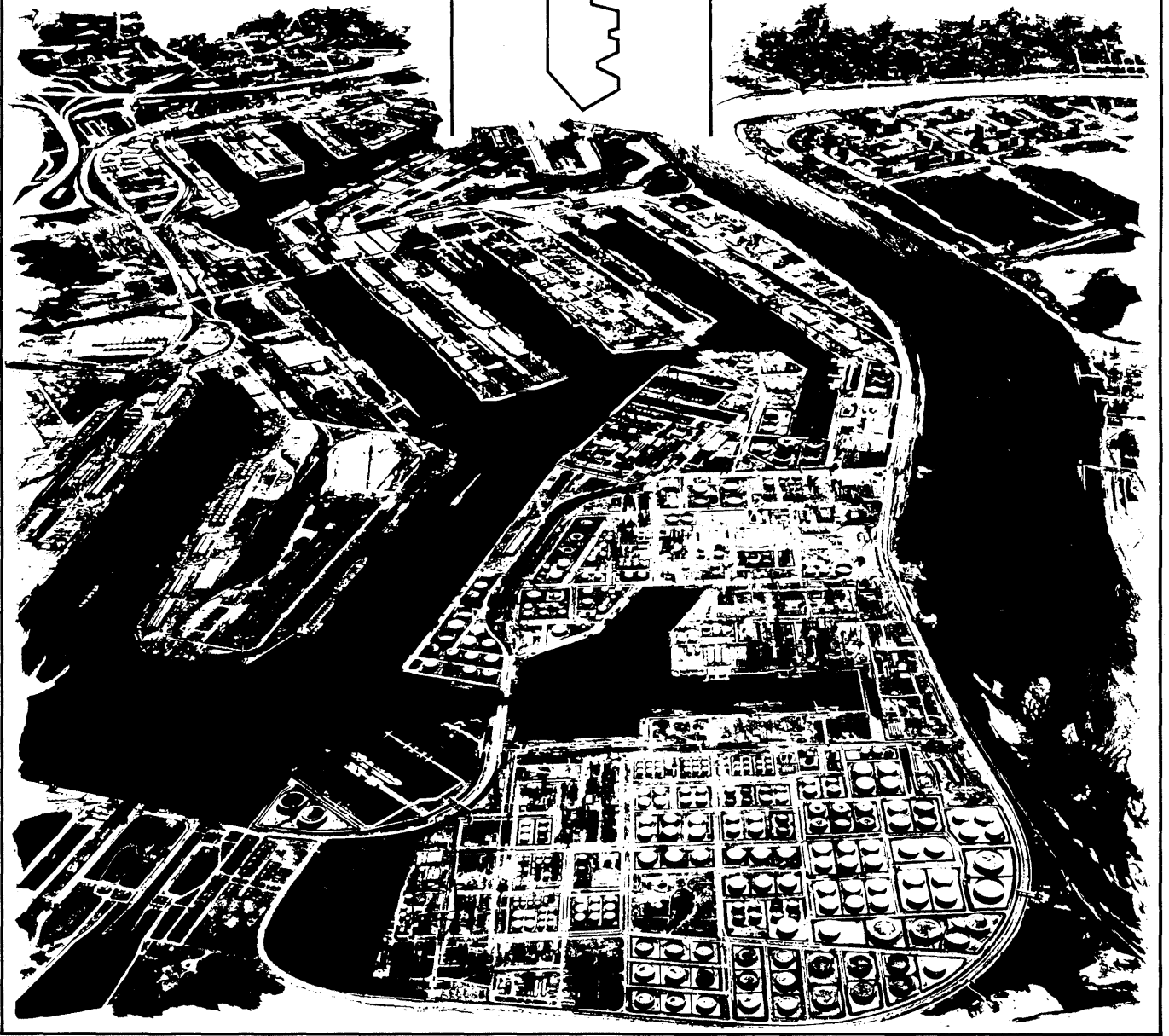
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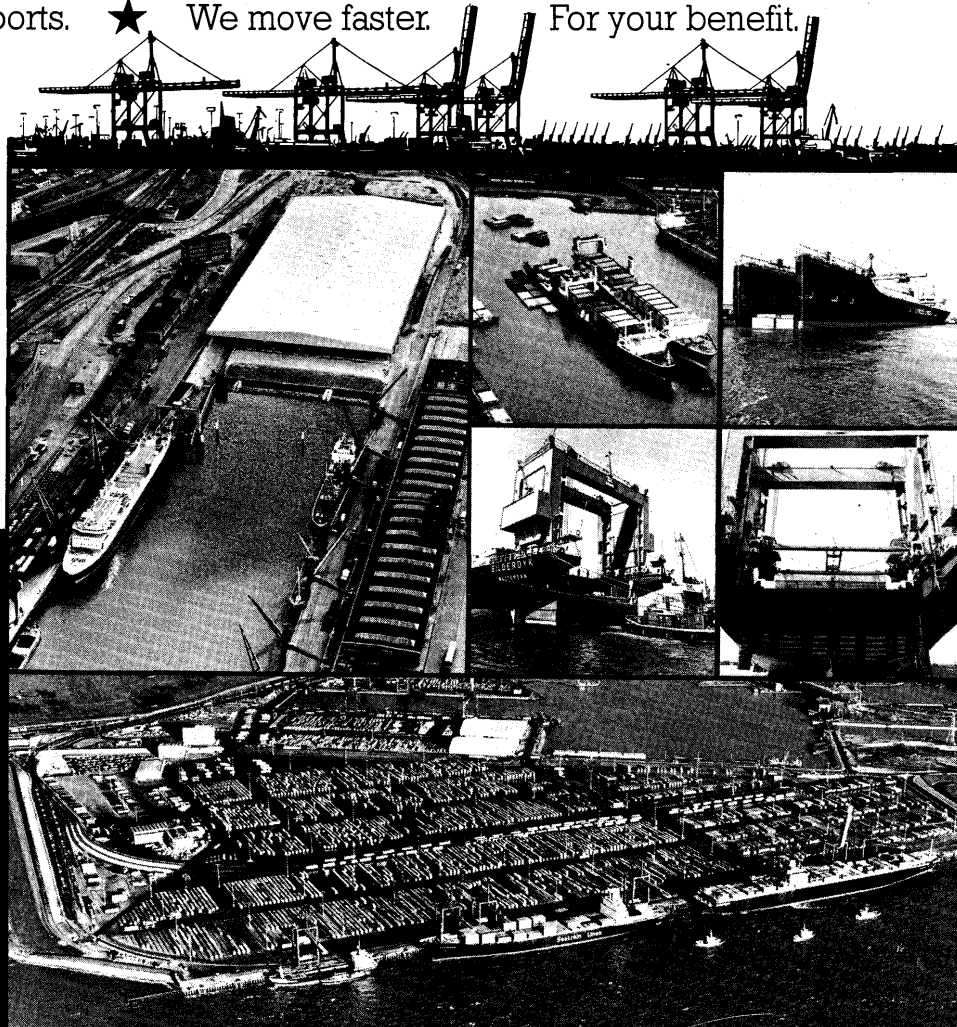


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Orbiter Probe

Cruise ship welcomed

Nanaimo, B.C., Canada (Nanaimo Harbour News, July 1975):—The cruise ship, M.V. Fairsea, is making regular calls, every second Wednesday, to Nanaimo, anchoring in the harbour.

Many of the ship's 900 passengers use the three packet boats which, from early in the morning until the ship sails in the early evening, ply backwards and forwards to one of the Nanaimo Harbour landing floats at the entrance to the small boat basin.

The Nanaimo Chamber of Commerce has set up a special reception committee to give visitors information on Nanaimo and the surrounding district.

During the one-day visit, passengers can take specially arranged coach tours, go on fishing trips or spend the time shopping and sightseeing in Nanaimo.

An official welcome was given to the Fairsea on a recent visit by the Mayor, Alderman Frank Ney, dressed in his pirate costume, Don Rawlins, then president of the Greater Nanaimo Chamber of Commerce, Doug Greer, chairman and John Dunham, port manager of the Nanaimo Harbour Commission and other representatives of business associations in the city.

Presentations were made to Captain F. Rocconi, who heads a nearly all-Italian crew of about 445.

The Mayor made the trip to the ship in the "world's

largest bathtub."

The ship, 16,627 tons, is registered in Monrovia, Liberia. She is the former Cunard liner, Saxonia.

The ship sails every two weeks from San Francisco and calls at Vancouver, Nanaimo, Ketchikan, Juneau and Sitka, in Alaska, returning via Victoria.

Local agent is Bastion Shipping, for Sitmar Cruises of San Francisco. In the winter months the Fairsea is on weekly cruises to Mexico.

New policy 'is correct'

Nanaimo, B.C., Canada (Nanaimo Harbour News, July 1975):—Nanaimo's port development program may receive a boost from the recently announced Ministry of Transport transportation policy, says Doug Greer, chairman of the Nanaimo Harbour Commission.

Mr. Greer and Port Manager John Dunham attended a conference in Ottawa and heard Transport Minister Jean Marchand and deputy minister Sylvain Cloutier outline the new government policy.

Previously the transportation policy was based on the principle of competition. But the size and population distribution in Canada means transportation cannot be competitive in all parts of the country, particularly in sparsely populated areas, remote regions and the north, the government policy states.

There is a need to provide increased capacity to the west

(Continued from Page 28)

therefore, the importer is buying F.O.B. Rouen, the savings Rouen enjoys by reason of its position allows users to reduce their freight costs from start to finish.

Facilities made to measure

In addition, the port of Rouen is perfectly adapted to the present and future needs for Franco-Arabian trade. The port is in fact accessible to all ships engaged in trade relations with these countries, with the obvious exception of the giant tankers, but this type of trade is out of our field. Every ship of the lines operating in liaison with the Maghreb, the Eastern Mediterranean and the Arab-Persian Gulf can come into Rouen for loading.

The port facilities have systematically developed along the lines of developing needs. Certainly Rouen is keeping her «Maghreb Terminal», even if today it appears under-utilised: this terminal, made up of the peninsula situated between the Seine and the St. Gervais basin comprises chiefly the two great traditional working installations—the early-vegetable warehouses (19,500 square metres with facilities for warehousing produce from 4 to 10 degrees Centigrade) and the winevats of 100,000 hectolitres.

To cope with more recent needs, the port of Rouen has had installed specialised gear for handling containers (one floating pontoon with versatile applications and with a lifting capacity of 30 tons; three 25-ton cranes, two of

which are able to be linked to raise loads of up to 42 tons; one gantry for container handling which is on order and due for delivery in the summer of 1976) and the trade by roll-on roll-off vessels (there are five roll-on roll-off berths, one of which allows on-loading of exceptional units of up to 400 tons without breaks in loading processes).

Finally, Rouen is a specialist port for heavy units, a feature not without very great interest to countries bent on speedy installations for industry. Besides her roll-on roll-off power for handling units of 400 tons, Rouen Port can offer the use of a certain number of floating cranes (150 tons, 50 and 40 also) in addition to which private equipment (200 tons) is eventually being provided. By coupling the most powerful cranes that are in the port, units of up to 300 tons can be vertically loaded.

Rouen Port has at its disposal assembly areas where heavy units and indivisible loads can be dealt with; its vast areas (offering an area record for the North Sea and Channel region) in particular allow for planning the despatch of merchandise to suit the requirements and wishes of consignees, and for high standards of service to her Arab partners.

SOLICITATION NOTICE

The PANAMA CANAL COMPANY announces that technical proposals are being solicited under Request for Proposal No. 89437-JR to furnish and deliver into Canal Zone waters one each dipper dredge, 15 cubic yard, nonself-propelled Diesel-electric powered, capable of excavating 60 feet below the water surface. The dredge is intended for use in the Panama Canal's channels and harbors. Technical proposals will be received until October 6, 1975 at 4:15 P.M. local Canal Zone time. Requests for Proposals including guideline performance specifications may be obtained from the Chief, Procurement Division, Panama Canal Company, 4400 Dauphine Street, New Orleans, Louisiana, 70146, U.S.A. TELEPHONE: 504/947-0036, or from the Chief, Purchasing & Contracts Branch, P.O. Drawer BB, Balboa, Canal Zone, TELEPHONE: Balboa 52-3508. This procurement is being transacted under the two-step formal advertising method.

coast to remove present and anticipated congestion in the main transportation links and at the terminals, particularly Vancouver.

Mr. Greer feels this development on the west coast could include Nanaimo. "The government sees transportation as an instrument of national policy rather than a passive support system. I firmly believe this principle is correct" commented Mr. Greer. "Certainly the shift in emphasis is unique for a government."

Foreign-Trade Zone No. 21

Charleston, South Carolina, July 2 (South Carolina State Ports Authority):—South Carolina's first foreign-trade zone has been designated near the Port of Charleston by the U.S. Department of Commerce (USDC).

Foreign-Trade Zone No. 21 consists of 20 acres located approximately 25 miles from Charleston, northwest of Summerville. It is part of the 200-acre Tri-County Industrial Park on U.S. Highway 78 one mile from Interstate 26 and 30 miles from Interstate 95.

The zone is only 16 miles from the South Carolina State Ports Authority (SCSPA) terminal at North Charleston and 12 miles from the Charleston Municipal Airport. A Southern Railway System main track lies adjacent to the park as does a private airport.

Joining 16 other zones located in 16 U.S. port communities, South Carolina's zone was approved June 12 by USDC's Foreign-Trade Zones Board. Such zones are parcels of real estate offering extra-territorial Customs status, being

considered outside Customs territory but under its supervision.

Zones allow foreign goods to be imported duty-free and without quota restrictions. Duties become payable only when raw materials or finished products are moved out of the zone into the domestic market.

The new zone, the only one of its type on the Atlantic and Gulf coasts, is an innovative application of the Foreign-Trade Zones Act of 1934. Historically, zones have been sited within warehouses located in congested port areas. Largely used for storage, inspection and repacking, the sites have been too small and without expansion room for major distribution or assembly operations.

The high costs of maintaining continuous U.S. Customs service also have plagued zone managers in the past. For example, zones handling 10,000 tons of trade a year incur annual Customs costs of approximately \$40,000. Assuming 100 percent occupancy, a small zone of 100,000 square feet must charge an additional 40 cents per square foot to recover this cost. While too small for several large users, a zone requiring an additional 40 cents per square foot may also eliminate any benefits which small users might realize.

The SCSPA, grantee of authority to establish Zone No. 21, has licensed a private corporation, Carolina Trade Zone, to operate it. This type of zone management alleviates monetary restraints by allowing private investment and assumption of risk.

Moreover, the public gains the jobs, payrolls and taxes provided by the industrial activity and trade attracted to the port area by the zone. Placement of the grant with a



San Francisco, Calif., 7/2/75 (Propeller Club of the United States, Port of the Golden Gate):—Edward D. Ransom has been elected president of the Propeller Club of the United States, Port of the Golden Gate.

Ransom is a senior partner in the maritime law firm of Lillick, McHose & Charles. He is a former general counsel of the Federal Maritime Board of the Maritime Administration in Washington, D.C., and a former director and president of the Marine Exchange of the San Francisco Bay Region.

Also elected were John Doherty, Pacific Far East Line, Inc., first vice president; Walt Willard, Willard Marine Decking, Inc., second vice president; and Raymond J. Donohue, States Steamship Company, treasurer. Tony Hanley, Matson Navigation Company, was reelected secretary.

Ransom succeeds W.H. Reich, Prudential Lines, Inc. Ransom lives in Piedmont, Calif.

public agency assures protection of the federal government and continuation of zone privileges.

Secretary of Commerce Rogers C.B. Morton cited the zone as "a symbolic feature of South Carolina's efforts to provide the best possible business climate for firms engaged in international trade-related activities. Special Customs deferral procedures available in the zone will encourage business activity in the United States that might otherwise have been conducted overseas for Customs reasons."

"I commend those in the State who have shown in this project their thorough efforts in helping to maintain and increase the competitiveness of U.S. business in the world market."

General cargo exports up

Duluth, Minnesota, July 22 (Seaway Port Authority of Duluth):—General cargo movements through the Port of Duluth-Superior were over twenty-four times greater than similar cargo movements for the same period a year ago. These figures, as well as others contained in an updated tonnage report released today by the Seaway Port Authority of Duluth, portray an international shipping season that is picking up at the Head of the Lakes.



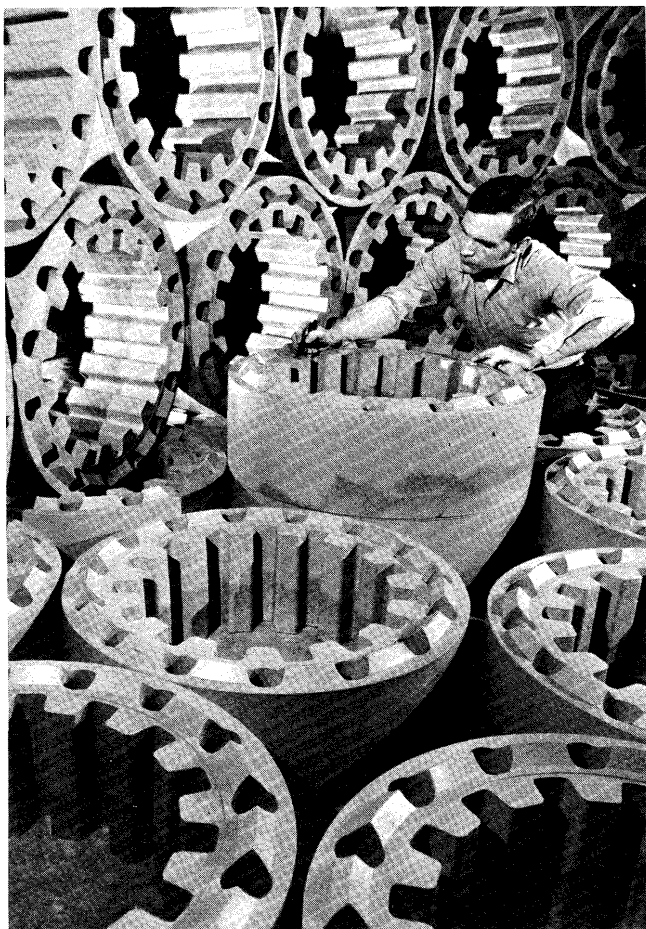
San Francisco, Calif., 7/2/75 (Propeller Club of the United States, Port of the Golden Gate):—LAST DAY FOR REICH: The Propeller Club of the United States, Port of the Golden Gate, held its final luncheon meeting of the season at Goodman's Hall in Oakland. Presiding over his last meeting, president Bill Reich (Prudential Lines, pictured right) and his wife Helen acknowledged the thanks of Bill Figari (Crowley Maritime Corp.), himself a past-president of the club and currently second vice president of the national organization. The Propeller Club boasts one of its most active chapters in the Port of the Golden Gate. Its motto—to promote, further, and support an American merchant marine—is carried out by a program of activities designed to draw attention to the importance of a strong merchant fleet to the economy and defense of this country.

Some 9,052 tons of general cargo moved through the Port during the month of June, this year, compared with only 729 tons of general cargo handled during the same month one year ago. This activity, brings the total for general cargo handled by the Port to 17,972 tons for the year, or 17,243 more tons than were handled by the Port through the end of June in 1974.

"Recent statistics compiled by the Duluth Port Authority show that the movement of a single ton of general cargo generates some \$37.85 directly into the local economy," Duluth Port Director C. Thomas Burke said. "That would give this year's general cargo tonnage a local economic value of some \$680,240—a sizeable sum by any man's standards."

Other traffic was up as well. Overseas imports of bulk fertilizers increased by 111%, while overseas exports of bulk scrap iron was up by 16,699 tons over a year ago. On the domestic side of the shipping picture, both coal receipts and shipments increased as did receipts of petroleum products and domestic shipments of grains and potash.

"The 1975 shipping season has definitely turned a corner for the better," Burke said. "As the season continues, we are confident that we will be able to maintain this positive momentum."



Akron, Ohio (Goodyear International Corporation):—**THE PROTECTORS**—These giant donuts of urethane will fit tightly around pilings on offshore drilling platforms to protect vessels and platform during open sea docking. The impact-absorbing fenders are checked before shipment from Goodyear's facility at Logan, Ohio, U.S.A.

QE 2 cruises

Hollywood-Fort Lauderdale, Florida, June 25 (Port Everglades News):—Six cruises have been scheduled from Port Everglades to the Caribbean, South America and the Mediterranean during the 1975-76 winter season by Cunard's Queen Elizabeth 2, world's largest cruise liner.

The 66,000-ton flagship will make two nine-day and three 10-day sailings, plus a 39-day cruise to the Mediterranean via New York.

Port Everglades departures will be December 22, 10 days; Jan. 5, 1976, nine days; Jan. 19, 10 days; Feb. 16, 10 days, and March 16, nine days. The 39-day cruise is scheduled from Port Everglades March 25.

The QE 2's initial offering is a 10-day Christmas cruise with calls at St. Thomas, Martinique, Barbados, Trinidad, La Guaira, Curacao, and Nassau.

Superport issues studied

Houston, Texas, June 13 (Port of Galveston News Release):—Charles D. Baker, former undersecretary of transportation, appeared at a Port of Galveston press

conference at the World Trade Club here this week to discuss issues which might favor locating a Texas "superport" onshore on Pelican Island, a short distance from the Galveston ship channel and at the entrance to the Houston and the Texas City ship channels.

Baker, chairman of Harbridge House, an international transportation consulting firm, conducted a preliminary study of the onshore and offshore terminal arguments at the request of the Port of Galveston which is considering the Pelican Island facility with a proposed draft of 67-feet.

Harbridge House is approaching its ongoing study in the search of answers to two basic questions: "Is Texas to have a superport capable of handling large crude carriers?" If so, then should "such facility . . . be essentially onshore (e.g. Galveston) or offshore (e.g. SEADOCK)?" The report made initial observations of several key issues which indicated that more study of the onshore concept, particularly as it relates to Texas and Galveston, is warranted.

Some of the potential issues which support the onshore concept include the following:

- * "The likely level of long-term future U.S. crude oil imports from the Middle East to the U.S. Gulf Coast will probably not amount to the volume envisioned by the planners of the SEADOCK and LOOP projects."

- * Increase in the use of VLCCs requiring more than a 67-foot draft will in all likelihood be limited.

- * Savings in transportation costs are significant when tankers up to 250,000 dwt are used but are of less importance beyond that size.

- * The import/export of dry bulk commodities may exceed the growth of crude oil imports.

- * While development of an offshore terminal would create additional jobs to process the crude, development of an onshore site would create the same jobs along with new waterfront jobs.

- * Construction costs of an onshore site may be as much as \$600 million less than the offshore site.

- * Thus, "in terms of (1) the flexibility of cargo types, (2) onloading/offloading capabilities, and (3) the ability to respond to the spectrum of possible outcomes to today's uncertainties (e.g., future direction of world oil prices, economics of large shallow-draft vessel, some of the basic points of the U.S. energy policy, etc.), the onshore alternative may offer a more certain and long-range utility."

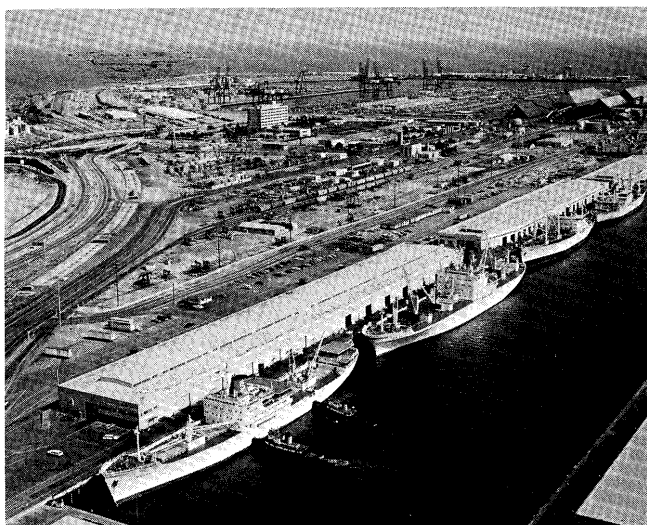
Baker also stressed the need for careful study of environmental question, both offshore and onshore, but indicated that the uncertainties of an offshore pipeline would tend to make it less desirable ecologically.

"Judged by the criterion of availability/utility in terms of national security, access to all shippers, and the utilization rate and potential dangers during moderate to extreme adverse weather conditions, the publicly owned onshore deepwater facility would be more advantageous."

Fight against the "mini-bridge"

Galveston, Texas, June 24 (Port of Galveston News Release):—The Board of Trustees of the Galveston Wharves approved a strongly-worded resolution at the June meeting today, reaffirming the port's position of fighting the "mini-bridge" transportation systems which divert naturally tributary cargo from Galveston and Texas to competitive ports in other states.

The position of the Board is that the system is illegal and



Long Beach, Calif., 62675 (Port of Long Beach News):—That more fresh citrus is exported via the Port of Long Beach is graphically indicated in this recent helicopter view of the Salen Shipping Agencies terminal on Pier A, with no less than four refrigerated vessels of Salen Reefer Services loading simultaneously. More than 16 million cases of oranges, lemons and grapefruit are delivered annually to destinations in the Far East, Europe and the United Kingdom. Harbor Administration Building is in background, just in front of 12 crane container complex.

extremely detrimental to Texas ports by tending to eliminate steamship service from Texas to foreign ports, especially to the Far East. The major commodity lost by Galveston to mini-bridge is cotton. The Port of Galveston is currently involved in litigation before federal courts and in hearings before the Federal Maritime Commission.

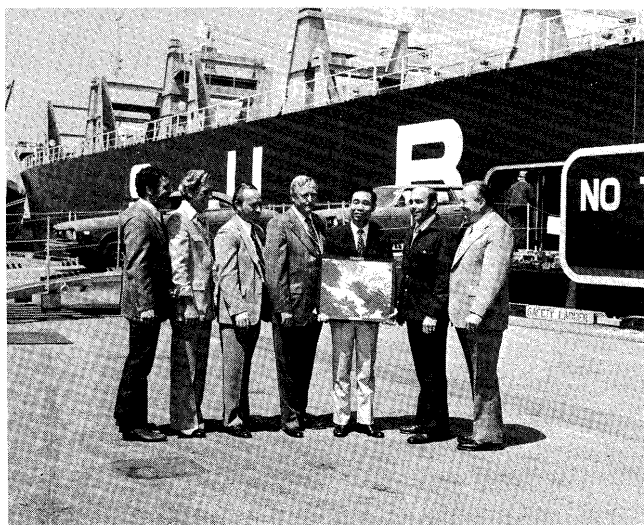
Far East sailings from Galveston in 1974 were 58% below the 1973 figure and the trend is continuing, the Wharves Board noted. Meanwhile, California ports report a 900% increase in cotton exports the past six years despite the fact that cotton production in California and Arizona has remained fairly constant.

The Board made it clear that cotton will continue to be "most welcome" at the Port of Galveston, "World's Largest Cotton Port." Sales efforts have intensified to attract export cotton to Galveston and to promote scheduled ship service on the essential trade routes required by U.S. export cotton.

In passing the resolution, the Board praised Gov. Dolph Briscoe and Atty. Gen. John Hill and their staffs "for their dedicated assistance in fighting the vicious mini-bridge system. This is a battle that concerns not only U.S. cotton but also the very preservation of ocean services for Texas shippers and receivers who would otherwise be forced to ship their cargoes to distant ports in other states than to use port facilities which were built for their use in this state.

"The results," the Board said, "are quite clear to us; once competition is eliminated, the give-away programs can and will be eliminated.

"The Port of Galveston will not rest until this unlawful system is stopped."



Long Beach, Calif., 71075 (Port of Long Beach News):—Maiden voyage of the car carrier Subaru Maru at the Port of Long Beach to discharge part of its load of 2024 Subarus was marked with appropriate welcome ceremonies by port officials at the Pasha Group auto import and export terminal on Pier J. From left at dockside presentation are, Steven P. Resnick, Maritime Services International Vice President; R.E. Reynolds, Subaru Port Operations Manager; Earl Hansen, Pasha General Operations Manager; Long Beach Harbor Commissioner Richard G. Wilson; Captain Lin Zu Tsong; Morry Faiman, Subaru Parts and Service Manager, and H.L. Binkley, Vice President Pacific Coast Operations for Williams, Dimond & Company. Vessel is first to fly the Subaru name.

New Board President named

Long Beach, Calif., 71675 (The Port of Long Beach News):—H.E. "Bud" Ridings, Jr., 54, has been elected President of the Long Beach Board of Harbor Commissioners for fiscal 1975-76. He was first appointed to the Board in 1955 and has served continuously since, including four previous terms as President.

Mr. Ridings has been a resident of Long Beach for 35 years. He served in the United States Air Force during World War II and now owns and operates an automobile agency in Long Beach.

Ridings has served on the Southern California World Trade Center Authority, was a Director of the Los Angeles Chamber of Commerce for three years, acted as Chairman of World Trade Week and was on the Regional Export Expansion Council of the U.S. Department of Commerce. He is immediate past President of the Long Beach Area Chamber of Commerce.

He has also been active on the Mayor's Advisory Committee, as well as with Long Beach Community Hospital, The American Red Cross, United Way, Boy Scouts and other civic organizations.

Ridings succeeds Llewellyn Bixby, Jr., who was elected vice president. James G. Craig, Jr. was elected secretary. Other members of the Commission are Richard G. Wilson and Henry H. Clock.

The Port of Long Beach last year became the busiest



San Francisco, Calif., 7/25/75 (Marine Exchange of the San Francisco Bay Region):—The maiden voyage arrival of the YUE MAN was recently feted in special ceremonies aboard ship at San Francisco's Pier 23 facility. On hand were (left to right) Bob Langner, Marine Exchange of the San Francisco Bay Region; Miss Maritime Princess Caroline Taylor (C & H Sugar); vessel master Captain J.K. Kim; Don Taggart, Port of San Francisco; and Scott Stewart, San Francisco Chamber of Commerce. The newly built Karlander Kangaroo Line vessel is 119 metres long and will travel between Australia and the west coast. Transpacific Transportation Co. is the local agent for the service.

U.S. West Coast harbor by handling a record 29,785,731 tons.

New records in foreign trade

New Orleans, Louisiana (New Orleans Port Record, May, 1975):—The Port of New Orleans handled 33,351,000 tons of foreign waterborne commerce worth \$8.2 billion in calendar 1974, according to data compiled by the U.S. Department of Commerce. Both the tonnage and value are all time highs for the port.

The 33.3 million tons was an increase of five per cent over the 31.6 million tons handled in 1973 and the \$8.2 billion valuation was 55 per cent higher than the 1973 total which was valued by the Commerce Department at \$5.3 billion.

Imports showed an increase of 31 per cent—12.7 million tons compared to 9.7 million tons in 1973. Imports of steel and petroleum—up 17 and 71 per cent, respectively—played a major role in the overall increase. Of the total import increase of 3,008,000 tons, these two commodity groups accounted for 2,652,000 tons.

The value of U.S. exports through the Port of New Orleans in 1974 reached an all-time high of \$5,143,000,000—44 per cent higher than the 1973 value of \$3,562,000,000. The year's export tonnage totaled 20,661,000, six per cent lower than the record 1973 total of 21,954,000.

The export tonnage decline was due largely to a 15 per

cent decrease in grain shipments. Grain exports reported by the Commerce Department for 1974 totaled 12,097,000 short tons at New Orleans, compared to 14,160,000 tons in 1973.

The port continued to handle a balance of trade in favor of the United States, since the export value of \$5.1 billion exceeded the import value of \$3.0 billion.

The port's high value general cargo business during 1974 set new records in both tonnage and value, and in imports as well as exports.

A total of 7,894,000 short tons was handled inbound and outbound, and represented a six per cent increase over the 7,460,000 tons passing across the wharves in 1973. This included 3,255,000 tons of imports, up three per cent, and 4,639,000 tons of exports, up eight per cent.

The total value was \$4,353,000,000, and was a whopping 54 per cent higher than for 1973—a record year up to that time. Value of 1974 imports was \$1,828,000,000, up 33 per cent, and export value was \$2,525,000,000, up 74 per cent.

New Board president

Oakland, Calif., July 14 (Port of Oakland):—Robert E. Mortensen will be seated as new president of the Oakland Board of Port Commissioners—his second one-year turn at the agency helm since his appointment to the board eight years ago—in ceremonies Wednesday, July 16.

William Walters and Y. Charles Soda, each himself a past Port Commission president, will also step into new chairs as, respectively, first vice president and second vice president during the 1975-76 fiscal year.

"I hope—and fully intend—that my term will see a continuation of the aggressive policies that have led to Oakland's West Coast leadership in containerized cargo handling, the expansion of Oakland International Airport and the innovative development of our waterfront," Mortensen declares.

"Between 1968 and 1969, when I was first elected to the Port Commission presidency, Oakland's container cargo tonnage leaped from 1.5 to 3 million tons. This year," he points out, "we expect to handle more than 8.5 million tons—and foresee continued growth to match new facilities now nearing completion.

"Similarly," he continues, "nearly three-quarters of a million more passengers will use Oakland Airport this year than did in 1968. Of course, these are only a few dramatic statistical indications of the kinds of infusions the Port has been pumping into the Bay Area's economic bloodstream over the past few years—and I'm determined to see that we keep it up."

Mortensen, owner-president of Mortensen's Carpeting & Upholstery Company, 10115 San Leandro Street, Oakland, was appointed to the Port Commission in 1967 and renamed to the board in 1973 upon expiration of his first six-year term. Commissioners serve without pay and oversee general policy in Oakland's port operations, marine terminals, airport, industrial park and Jack London Square.

Mortensen was an Air Force combat pilot in Europe during World War II, and since then has participated actively in community and service organizations. He is a native of Oakland, a graduate of Oakland High School and a member of Fruitvale Lodge 336, Scottish Rite; Aahmes Shrine; and the advisory board of Big Brothers. He has

served as past president of the Elmhurst Lions Club, past board member of the San Francisco Bay Area Council of the Boy Scouts of America, and past board member of Green Cross. In addition, he has held a number of appointive municipal posts.

Mortensen succeeds real estate executive—and former San Francisco 49er professional football star—Ted Connolly, who sat as Port Commission president for the past year.

William Walters, First Vice President of the Board of Port Commissioners, is an Oakland attorney who was named to the agency in 1968 and reappointed in 1973. He held its presidency in 1970.

Y. Charles Soda, newly elected to the Port Commission's second vice presidency, is a general contractor, owner of A. Soda & Sons, of Oakland, and a businessman of varied investment and managerial interests. He joined the board in 1969 and was its president in 1971.

"American Fortnight" in HK

San Diego, Calif., 22 July (Port of San Diego News Release):—The Port of San Diego is sponsoring an "American Fortnight" in Hong Kong October 24 through November 2, 1975, it was announced today by Don Nay, Port Director.

According to Nay, the San Diego business community now has an excellent opportunity to secure exposure to greater markets in the Orient, and at minor expense.

"The U.S. Chamber of Commerce and the Commercial Section of U.S. Consul General's office in Hong Kong have joined together in an effort to stimulate sales of U.S. products and services," he explained. The Port of San Diego has purchased two display booths in the heavily traveled Ocean Terminal near the Peninsula Hotel in the Kowloon section of the British Crown Colony. The Terminal is the primary base for passenger ships operating in and out of Hong Kong. It is also a popular shopping center and near the Star Ferry landing. The famed Star Ferry Company transports millions of people back and forth between Hong Kong on Victoria Island and the Kowloon peninsula.

"To secure maximum exposure for San Diego products in the limited booth space permitted us," Nay said, "it has been decided to operate an automatic slide presentation synchronized with tapes featuring San Diego firms and their products."

Nay added that the Port's Hong Kong representative has advised him that not too many of the businessmen and citizens of Hong Kong are aware of the character of San Diego. They need to be told about its sophisticated manufacturing complex; its involvement in research and development; recreation; education; and other highly marketable pursuits," he believes.

"A better understanding of San Diego's character by people throughout the Orient is essential in any successful and continuing program of trade promotion," he asserted. "For San Diego this program is directed toward both trade promotion and the establishment of a favorable image in the Orient, a market of growing importance to us all."

Firms throughout the area are being asked by the Port of San Diego to contribute slides and literature about their products. "If you are able to send people to Hong Kong to talk about your firm and its products, so much the better,"



San Francisco, Calif., 7/2/75 (Marine Exchange of the San Francisco Bay Region):—New top brass at the West's oldest trade association (and senior U.S. maritime agency) includes just-elected Marine Exchange officers for 1975-76. Paul A. O'Leary (left) was elected president of the Golden Gate regional service and promotional organization, to be assisted by 1st vice president Arthur J. Haskell, Matson Navigation Co. vice president, Fred J. Percy, United California Bank vice president, who will have dual duties as a vice president and treasurer, and Robert H. Langner, reelected executive director and corporate secretary. Not pictured is Frank J. Ewers, Marcona Corp. general manager for chartering and cargo, who was picked as 3rd vice president. O'Leary—prominent in trade and shipping activities—is senior vice president of Connell Bros. Co. Ltd., one of the West's oldest world trade houses. He succeeds John R. Page, president of General Steamship Co., Ltd., as Exchange top executive.

Nay adds.

Booths, in addition to the one in the Terminal, are also being established in the Furama Hotel in Hong Kong and the Holiday Inn Hotel on Nathan Road in Kowloon.

The show is being coordinated by the Port of San Diego as a continuing effort to promote trade to and from the Orient "through the Port of San Diego," Nay said.

New President for Golden Gate Marine Exchange

San Francisco, Calif., 7/2/75 (Marine Exchange of the San Francisco Bay Region):—Paul A. O'Leary, senior vice president of one of the West's oldest world trade firms, has been elected president of the nation's oldest maritime service and development agency.

Five new directors were also elected to the board of the Marine Exchange of the San Francisco Bay Region.

O'Leary joined Connell Bros. Co., Ltd. in 1950, shortly after graduating from Harvard with an economics degree. The company—headquartered in San Francisco—has been active in the Far East since 1898, and has 23 offices worldwide. He served tours of duty in Tokyo, Singapore and New York, before returning to San Francisco.

Selected with O'Leary were Arthur J. Haskell, Jr., senior vice president, Matson Navigation Co., as 1st vice president; Fred J. Percy, vice president, United California Bank, 2nd vice president and treasurer; Frank J. Ewers, general manager for chartering and cargo, Marcona Corp., 3rd vice



San Francisco, Calif., 7/3/75 (Marine Exchange of the San Francisco Bay Region):—Honored for his longtime support of the U.S. campaign to cut “red tape” associated with waterborne commerce was John R. Page (left), retiring president of the Marine Exchange of the San Francisco Bay Region, and president of General Steamship Corp., Ltd. Robert H. Langner, Exchange executive director, presented the commendation from the National Committee on International Trade Documentation, which Page served as board chairman. NCITD spearheads industry efforts in cooperation with federal programs to reduce and simplify trade and shipping paperwork—a program initiated in 1959 with Exchange publication of a “call to arms”—the report, “Merchant Shipping on a Sea of Red Tape”. The national campaign is represented on the Pacific Coast by the Marine Exchange, and Langner serves as a committee chairman.

president, and Robert H. Langner, executive director and corporate secretary.

The membership of the 127-year-old Exchange also elected new directors for three-year terms: Walter A. Abernathy, deputy executive director, Port of Oakland; William F. Horton, vice president, Norton, Lilly & Co., Inc.; Ted L. Rausch, president, Ted L. Rausch Co.; J. Donald Kenny, vice president, American President Lines, and Henry W. Simonsen, board chairman, Industrial Tank, Inc. (Martinez).

O’Leary succeeds John R. Page, president of General Steamship Corp., Ltd., in the top exchange post. San Francisco residents, he and his wife, Helen, have seven children. Active in the world trade and shipping community, he is a director of the San Francisco World Trade Club, former chairman of the Shippers’ Advisory Council of the U.S. Maritime Administration, and a director and past president of the Japan Society.

Noting Exchange leadership in a variety of programs benefiting not only local but Pacific Coast and national waterborne trade, O’Leary said, “One of our objectives is to make better known these efforts, and to assure increased support from the trading and international services community. The Exchange often has been too busy accomplishing things to ‘tell its story’. Yet it has and continues to make significant contributions to our commerce.”

O’Leary cited the organization’s pioneering role starting

in 1958 which resulted in creation of the joint industry-government national program to cut “red tape” burdening U.S. world trade and shipping. The Exchange has also been the dominant factor in facilitating Golden Gate vessel traffic, and is the chief regional promotional agency for this flow.

Through the organizations it serves directly as secretariat and with staffing, the San Francisco-based body assures unified requests for maximum federal funding of port and channel improvements in California, and seeks reasonable regulation of navigational dredging.

New officers and directors took office in late June.

New service to Europe

Toledo, Ohio, May 28 (Toledo-Lucas County Port Authority):—Bennett, Sparrow and Company of Wem, England, has announced the establishment of a new steamship agency at the Port of Toledo. The agency, known as Bennett, Sparrow Shipping Ltd., will serve as agents for Bennett, Sparrow Line vessels serving the Port of Toledo.

The company has also announced the appointment of Thomas E. Montroy, veteran Great Lakes steamship agent, to manage the new agency. The Toledo office is located at the port’s overseas general cargo center at 3319 St. Lawrence Drive, Toledo, Ohio 43605, telephone (419) 726-3457.

Bennett, Sparrow vessels are offering break bulk and container service from Toledo to Western United Kingdom and Continent ports of Antwerp and Rotterdam. West-bound “house-to-house” rates via Toledo for break bulk and container cargo are being offered. Bennett, Sparrow ships are providing thirteen-day service from Toledo to overseas ports every three weeks. Toledo is the only United States port served by the line.

“We know of no other U.S. Great Lakes port that enjoys an exclusive liner steamship service of this type,” said Norman A. Fox, director of trade development for the Toledo-Lucas County Port Authority.

Fighting oil-pollution

Antwerp (Bimonthly review of the port of Antwerp, February/March 1975):—Great concern is being shown in Belgium and elsewhere in connection with environmental conditions, such as the problem of water pollution by oil.

Under the terms of an agreement between the Belgian Government and the Belgian Petroleum Federation, the latter pressed its members to investigate into warranted purifying systems. Under this programme Esso Belgium has to deal with the pollution-problem of the river Scheldt. The system, as developed by an English research team of Esso, is very simple and, which is more, proved efficient. It consists in the placing of «booms» i.e. a kind of floating dam or curtain, in the shape of a great «V». The «V» opening is fitted against the current with the result that the water, together with the oil, runs into the opening. The oil soon collects into the point of the «V», to which a «skimmer» is fastened. The work of the «skimmer» consists in aspirating the oil and pumping it into a container. The oil recovered in that way, can be used again in industry. The system met with success in England.

In Belgium the method was given a trial by a series of tests carried out in co-operation with the Belgian Naval Force and four of its ships: Meuse, Semois, Krekel and

Lokeren. Officers and men of these ships soon mastered the technique and the «booms» got properly placed under the guidance of English specialists.

So far, the tests proceeded to gave full satisfaction. The oil was perfectly collected and recovered.

In the light of the tests carried through, a few amendments were made to the system, due to circumstances that are peculiar to the river Scheldt.

The appliances used permitted the capturing of 25 litres per minute. When circumstances command, this capacity may be worked up to some 500 litres per minute.

Antwerp containerport

Antwerp (Bimonthly review of the port of Antwerp, 1975 April/May):—The General Management of the Port published total container figures covering the year 1974.

The total number of laden containers handled in the port last year, amounted to 251,678, as compared to 214,794 in 1973. The total containerized goods tonnage was 3,864,012 tons in 1974, against 3,228,794 in 1973. This represents an average of about 15.3 tons of cargo per container in 1974.

CONTAINER TRAFFIC 1974

	Total traffic	
	1974	1973
Discharged		
Number	125,021	99,150
Tons	1,886,621	1,467,572
Loaded		
Number	126,657	115,644
Tons	1,977,391	1,761,222
Total		
Number	251,678	214,794
Tons	3,864,012	3,228,794

The number of empty containers (not included in the above figures) handled in the port in 1974, amounted to 31,839 units.

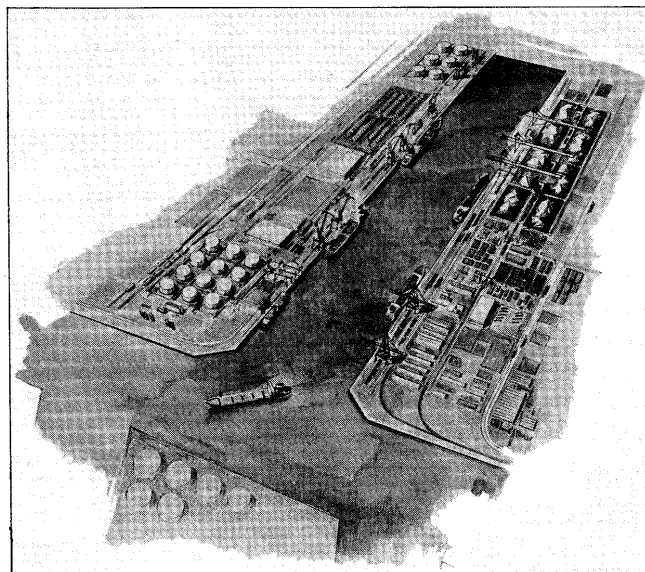
A comparison of the figures for 1974 with those for 1973, leads to following findings:

- number of containers discharged increased by about 26%
- number of containers loaded increased by about 9.5%
- cargo tonnage discharged increased by about 28.5%
- cargo tonnage loaded increased by about 12.2%
- total number of containers handled increased by about 17.1%
- total cargo tonnage involved increased by about 19.6%.

The total of about 3,800,000 tons of containerized cargo represents about 12.7% of the total general cargo in 1974. As to the latter, a provisional calculation worked out at 30.2 million tons.

CONTAINER TRAFFIC WITH NORTH AMERICA

	1974	1973
Discharged		
Number	61,567	58,659
Tons	1,015,354	905,244
Loaded		
Number	60,877	60,961
Tons	1,004,970	949,023



PORT OF ANTWERP

Artist impression of new Harbour dock which will be constructed in the north of the port as of this year. Quay length: 4.700 m. Adjacent sites will have a surface of 850 acres.

Total		
Number	122,444	119,620
Tons	2,020,324	1,854,267

For the first time since containers made their appearance in the port of Antwerp, the traffic of containerized cargo with the North American continent reached 2 million tons, in one year's time.

As regards the total containerized goods tonnage, the progress recorded was about 8.9% over the previous figures (1973).

The number of containers in the North American traffic (122,444) represented about 48.6% of the aggregate container traffic in the port (251,678).

The North American tonnage of containerized cargo (2,020,324 tons) represents about 52.2% of the aggregate figures of the container traffic (3,864,012 tons).

In the course of the last three years, the North American share in the total container traffic in the port of Antwerp steadily revealed a downward trend: said share still amounted to about 67% in 1972, but became reduced to only 57% in 1973 and to 52.2% in 1974.

Antwerp : Turn-table for Japanese motorcars

Antwerp (Bimonthly review of the port of Antwerp, 1975 April/May):—The prominent position held by Antwerp in connection with arrivals and the distribution of Japanese motorcars for Western Europe, is being stressed once again by the fact that the Japanese Shipping Companies Nippon Yusen Kaisha and Mitsui OSK Lines decided to make calls at Antwerp regularly with «Jinyu Maru», the greatest car-carrier in the world.

While on her maiden voyage, this vessel (which measures 225 m in length and with her fourteen floors may rightly be termed a «floating garage») carried 5,985 cars. After

discharging each time 1,000 cars at Rotterdam, Flushing and Cherbourg, the work of discharging the balance of 2,985 cars was entrusted to the Antwerp contractors Hessenatie-Neptunus N.V. and Cobelfret N.V. Part of this balance was for the Benelux countries, the remaining part being for West-Germany and the Scandinavian countries.

Calls at Rotterdam and Flushing were exceptional as the ports of call in Europe will be restricted to Cherbourg, Sheerness and Antwerp, in the future.

Upon discharging the Japanese cars in Antwerp, the vessel took on board a number of GMC cars, assembled in Antwerp, bound for Houston, USA.

«Junyu Maru» measures 16,343 t.d.w. and is represented in Antwerp by PHs Van Ommeren (N.Y.K.) and Kennedy Hunter (Mitsui O.S.K.).

North Sea port chambers meet in Antwerp

Antwerp (Bimonthly review of the port of Antwerp, 1975 April/May):—The 30th meeting of the Conference of Presidents of the Chambers of Commerce and Industry in the North Sea ports Amsterdam, Antwerp, Bremen, Dunkirk, Ghent, Hamburg, London and Rotterdam, was organized in Antwerp early in 1975.

It enabled the Presidents to exchange views on the code of policies for liner conferences, as recommended at Geneva last year. It was stressed that this problem shall be viewed not merely from a shipowners' and shippers' point of view, but in the optics of the seaports as well. To facilitate this, the seaports themselves should be more strongly involved when dealing with this aspect in future. Obviously, a joint European point of view is desirable.

The Presidents further dealt with the problem of environmental protection in the seaports, the future raw materials problems of the European Community, the national policies on the financing of exports, also matters of topical interest in connection with the integration and association policies.

Potential for container traffic is doubled

Glasgow (Clydeport News, June, 1975):—Cargo handling potential at the Clydeport Container Terminal will be doubled next month when additional container and lorry parking spaces and a new gate and weighbridge come into service, together with the introduction of a segregated traffic flow for export and import boxes.

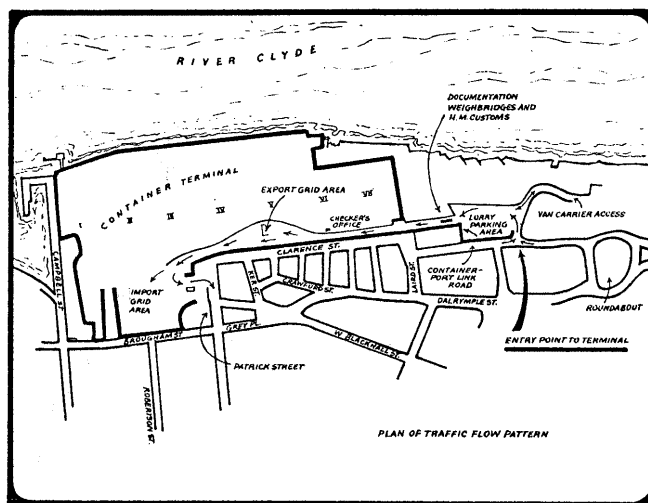
This increased capacity will provide an added incentive for new containership operators to use the facilities at Greenock and it will also improve the service to existing customers by reducing delays to an absolute minimum.

Altogether 11.4 acres of hard standing have been added to the back-up area, bringing the total space available for setting out the boxes to nearly 40 acres.

Measured in terms of the space required for a 20-foot container, this increases the storage capacity from 1,500 to just over 2,000.

Mechanical handling plant—which operates between the quay, the export and import grids for road transport and the railhead—has also been recently increased and the fleet now comprises 17 straddle carriers and eight tractor-and-trailer units.

When the new traffic routeing is introduced next month,



all road vehicles will enter the terminal by the new link road signposted from the recently-constructed roundabout on the A8.

From the new lorry parking area they will proceed westwards via the new documentation and Customs office with its two weigh-bridges, to an export/import divide in the roadway. If they are carrying an export box, they will be routed via a new checker's office to the export grid. Once they are unloaded they will go west again either to the import grid to collect a box or to the exit in Patrick Street. Empty lorries calling for import boxes will by-pass the export grid area and go straight to the import grid at the Patrick Street end of the terminal, which is presently used for traffic in both directions.

The Patrick Street gate will then be "exit only" for lorries. Clydeport's terminal has for long enjoyed a reputation for handling traffic quickly and efficiently.

The new facilities and routeing will keep it ahead of the league.

'More Autonomy' plea on nationalisation

Glasgow (Clydeport News, June, 1975):—Concerned about nationalisation proposals recently spelled out by the Government, Clydeport will be seeking a meeting with the new Transport Minister to put the case for individual ports retaining a greater measure of autonomy.

The Minister's first discussion document on the reorganisation of the industry indicated that trust ports—like Clydeport—would continue to exercise a good measure of control over their affairs with the proposed new National Ports Authority monitoring performance and masterminding policy for the industry as a whole.

It appears from the second discussion document, however, that the NPA may have a much tighter grip on all aspects of finance and management—and Clydeport is concerned at the prospect of too much control from the centre.

Since the second document on reorganisation was published, the Scottish Council (Development and Industry) has written to the Minister asking for the creation of a separate authority for Scotland's ports.

Until the next round of talks is held and more details of the Government's plans are divulged, Clydeport maintains

(Continued on Next Page Bottom)

Marseilles—EURO-MED PORT

Port of Marseilles Authority

History

Marseilles has been a Port since 600 B.C., when Greeks from Phoea founded a trading station at the end of an inlet in the jagged coastline, the cove of Lacydon. New quays were built in 1520, but this inlet was adequate till just before 1840.

With the development of steam, ships started to change their shape and size and the cove of Lacydon—the Vieux Port, as it is now known—became congested and inadequate. After considering the South (les Catalans-Endoume-Prado), it was decided to develop towards the North (La Joliette); the law of 15th August 1844 authorised the construction of a breakwater, parallel to the shore, 14 m. (46 ft.) wide, an audacious project for the period.

The construction of docks, within the shelter of the breakwater, followed rapidly:— La Joliette 1845, Lazaret and Arenc 1860, Gare Maritime 1865, La Pinède 1900, Président Wilson 1918, Mirabeau 1939.

In a hundred years, 26 km. (16 miles) of quay were built.

At the start of the 20th Century, the cutting of the Rove Tunnel, from the sea, through the Estaque mountain chain, to the Etang de Berre, made viable the building of refineries on its banks. These refineries were started in 1929. Following the reconstruction of the docks at Marseilles after the damage done during the '39-45 war, the oil-tanker Port of Lavera was built in 1952, to complement the quays of Caronte and Port-de-Bouc, which were already in service.

Finally, the latest phase of extension corresponds to the first for heavy industry. The maritime industrial area of Fos offers unlimited opportunities over an area of 20,000 ha. (49,400 acres). The last stage of development of the Port of Marseilles towards the Rhône, has included the docks at Port-Saint-Louis, founded in 1863, at the mouth of this great river.

This whole complex with its different harbour areas, which covers 70 km. (43.5 miles) of the coast, constitutes Marseilles-Fos, Europort South, administered by the Port of Marseilles Authority.

the view that there is no need for a Scottish Ports Authority.

In his recently-published annual report, the Chairman Mr. A.G. McCrae wrote: "We would oppose any move which would unduly dilute our autonomy in favour of a centrally based body, but at the same time there is nothing to be gained, and perhaps much to be lost, by too parochial an attitude. There is certainly no merit, in our view, in advocating any form of Scottish central body for our ports in Scotland."

Organisation

On the 1st. of April 1966, the "Port Autonome de Marseille" was established as such.

Before this date, the State, as owner and operator of Public Maritime Domaines, had delegated its management to the Ministry of Transport and Public Works. This Ministry managed the Port of Marseilles through Bouches-du-Rhône Works and Maritimes services. However, responsibility for the port equipment was vested in the Chamber of Commerce and Industry of Marseilles, in the form of a concession, by reference to the law of 9 April 1898. This law is concerned with the organisation of Chambers of Commerce; a provision deals with the management of State owned equipment in ports.

A similar regime existed at Port-Saint-Louis-du-Rhône, which was managed by the Chamber of Commerce and Industry of Arles.

The law of 29th. June 1965, relating to Autonomous Sea Ports, laid down that those ports which were sufficiently important already to be managed by the State, should be renamed "Ports Autonomes", given civil management and financial autonomy, placed under the aegis of the Ministry of Works and made subject to economic and financial control by the State.

A decree of 8th. November 1965, giving substance to a decree of the same date which modified the Operating Codes of Maritime Ports in accordance with the law of 29th. June 1965, created the Port Autonome de Marseille-P.A.M. This new regime, which came into force on 1st. April 1966, regrouped, under one Authority, the docks of Marseilles, Lavera, Caronte, Fos and Port-Saint-Louis-du-Rhône.

Endowed with financial autonomy, the P.A.M., which plans, builds and manages its port installations including its industrial area—is responsible for balancing its budget.

The P.A.M. draws its resources from:—

- port dues on ships, cargoes and passengers,
- dues on use of sheds and port equipment,
- payment for services,
- rentals from industrial and port-owned land.

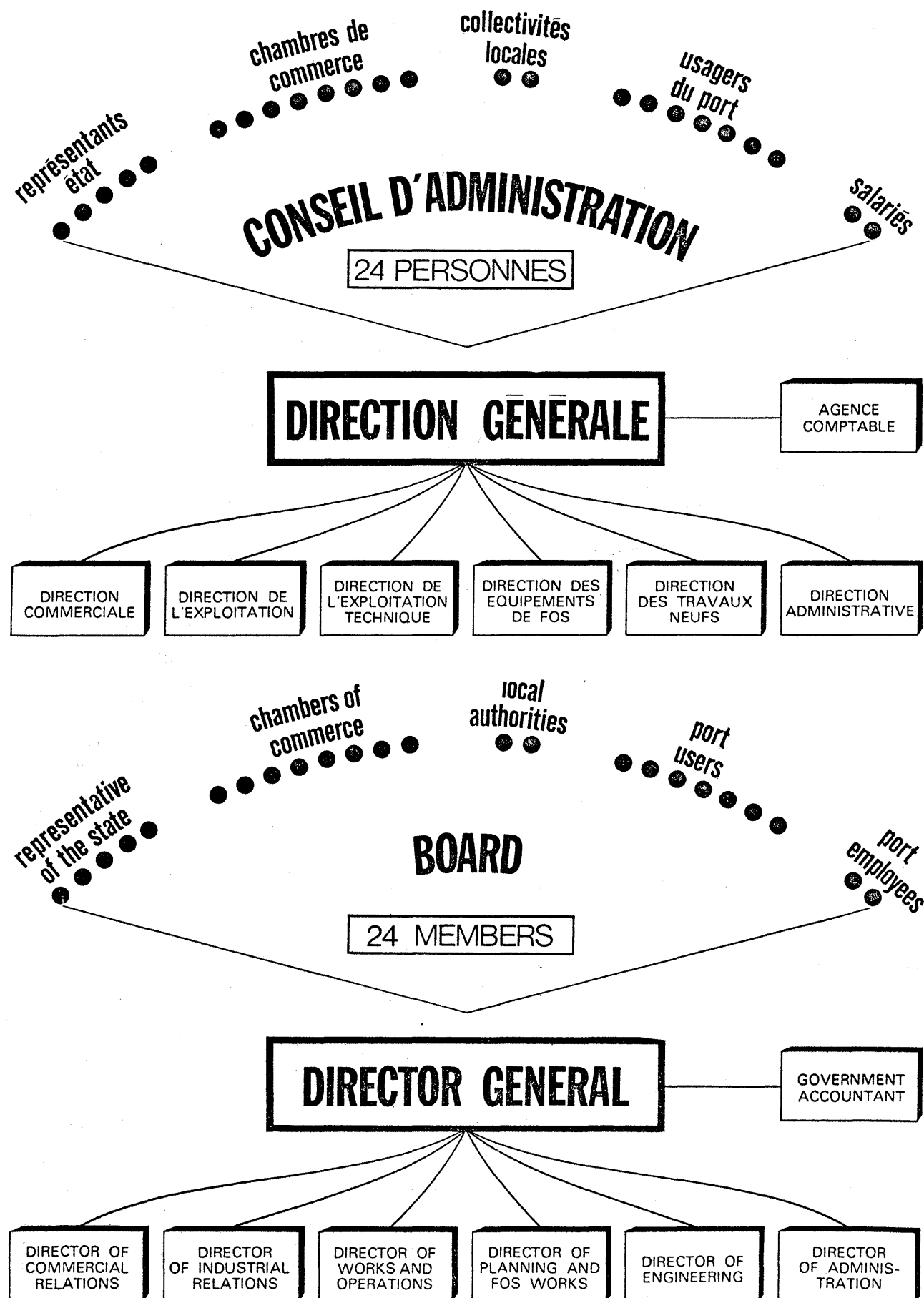
As regards expenditure, the law of 1965 requires the State to bear 80% of the cost of necessary dredging in connection with the digging and fitting-out of docks; for the creation and extension of maritime access channels and waiting areas in their vicinity; and for the construction and maintenance of breakwaters.

The State bears 60% of the cost resulting from the creation, extension or renewal of infrastructural works, such as quays.

The P.A.M. bears the full cost of port superstructures and the remaining costs of the dredging noted above and quay building.

Administration of the Port of Marseilles Authority—the P.A.M.—is exercised through a Board, consisting of 24 members chosen for their experience and competence in their various fields of activity:

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- 5 represent the State,
- 8 represent Chambers of Commerce and Industry,
- 2 represent local authorities
- 7 represent various categories of Ports Users,
- 2 represent Port Employees.

The Board elects a Bureau, consisting of a Chairman, a Vice-Chairman and a Secretary.

The Board decides all superstructures works and equipment, carried out or purchased without State aid, that does not interfere or modify constructional details. It also fixes tariffs and the conditions of use of the Port Equipment.

When a decision, taken by the Board, implies and requires financial participation by the State, the right of decision rests, in the last resort, with the Ministry of Works.

The Board may delegate its rights of decision to its Bureau its Management Committee, or to the Director General of the Port, within the limits laid down by the law.

The Port of Marseilles Authority is run by a Director General, named by decree of the Council of Ministers, after consultation with the Board.

The Director General is the executive channel for decisions from the Board in all matters which are within the competence of that body. He also represents the Central Administration in certain matters relative to port life which are not the responsibility of the Autonomous Port; lights and navigational aids, small ports and inspection of labour.

The Director General is assisted by 6 Directors and a Government Accountant:—

Director of Industrial Relations

His functions include Inspection of Labour and he may sign on behalf of the Director General if the Director General is not available.

He is responsible for fitting-out, promoting, commercialising, managing and developing the Industrial Zone of Fos.

Director of Planning and FOS Works

In liaison with the Director of Industrial Relations, his particular duties include the definition, study and building of important work on the infrastructure in the industrial zone controlled by the Port, and particularly the oil-tanker installations.

Manager of the docks at Lavera, he is, also responsible for medium term planning and budgeting for the Port of Marseilles Authority.

Director of Commercial Relations

His function is to develop the commercial activity of the Port of Marseilles Authority and to increase the port traffic.

He is also responsible for commercial and tariff studies, marketing and prospection. He promotes relations between the Port, its users, the Press and the Public.

Director of Works and Operations

He is responsible for the operation of port installations, (equipment, sheds, warehouses, dry docks, etc. . . .) and for the electrical network serving the Marseilles docks—this includes all the telecommunications.

He has a general remit to study the changes in port equipment and electrical networks, equate these changes to the changing requirements of the Port and recommend investment therein as is required.

Director of Engineering

Responsible for new work in the infrastructure of the docks, as well as their maintenance.

Also responsible for computer services.

Director of Administration

Responsible for personnel management, legal and property services and administration.

Government Accountant

He is appointed by a decree from the Ministry of Economy and Finance and that of Works, after consultation with the Board.

Responsible that the accounts of the Port of Marseilles Authority are in a form which complies with the conditions laid down for government owned establishments operating in the industrial and commercial field.

The Port of Marseilles Authority employs 1,550 persons, all ranks; dockers are employed by private companies and do not form part of the strength of the Port Establishment.

Lecturer at Arab Maritime Transport Academy

London, 23rd May (PLA News):—John Black, the Port of London Authority's Director of Tilbury Docks is going to Alexandria on 26th May at the invitation of the United Nations Conference for Trade and Development—UNCTAD. He will be giving a series of lectures on the planning, development and operation of modern seaports to graduates of the Maritime Transport Academy.

Mr. Black is particularly well qualified to undertake this assignment for, prior to his appointment as Director of Tilbury—the largest container port in the U.K.—he was one of the architects of the Maplin seaport scheme currently being studied by the Government.

While in Egypt, Mr. Black will have discussions with PLA customers and the British Embassy to assess future trade levels between the two countries, and discuss the effect of the re-opening of the Suez Canal. PLA has a particular interest in this because Placon Ltd., its consultancy subsidiary is involved in a study to advise the Suez Canal Authority, on a ship movement control system.

The Maritime Transport Academy was conceived by the Council of the League of Arab States to provide training in port management to post graduates, master mariners and middle managers in the port industry. It is financed by UNCTAD.

PLA has been associated with a number of UNCTAD projects and Director General John Lunch is Liaison Officer between UNCTAD and the International Association of Ports and Harbours (IAPH).

Cardiff now a recognised Far East liner port

London, 26 June (British Transport Docks Board):—The British Transport Docks Board has been informed that the port of Cardiff has been recognised by the Far East Freight Conference as a port for which there is no additional freight charge for direct delivery and that Cardiff is now listed accordingly in the FEFC tariffs covering shipments from the Far East.

Cardiff is served by Malaysian International Shipping Corporation fortnightly sailings from the Straits ports, East Malaysia, Bangkok, Hong Kong and Japan. These include a Panama service on which Cardiff is the first port of call from Japan, with a transit time of 28 days.

Cardiff Docks Manager, Mr. Ray Wareham, today welcomed the Conference decision, which he regarded as a recognition of the high standard of service the port has achieved during the 18 months since the MISC had begun using Cardiff for its inward general cargo services. He explained that the Docks Board was investing a further £300,000 in new transit shed accommodation at the port for Far East general cargo trade, and this would be operational by September.

New services at PLA Docks

London, 7th July (PLA News):—Forty thousand cases of Brazilian Oranges and Grapefruit arrived at the Port of London Authority's Royal Docks on the Empresa de Navegacao Alianca reefer ship "Frigo Tiete".

The vessel arrived at 6 pm at No. 4 berth Royal Victoria Dock, and was able to start discharging immediately under shiftwork arrangements. The discharge by PLA stevedores and dockers was completed under the newly-introduced productivity-linked bonus scheme and the ship sailed by 9 pm. the following day.

A spokesman for the vessels' agents, Messrs Brown Jenkinson & Co. Ltd. said that he was pleased with the speed of turnaround and encouraged by the way the productivity scheme was working.

Brown Jenkinson are also agents for Alianca's "Express Line" service to South America from No. 4 Berth—Introduced in October, 1974 the service was recently extended to include an inward and outward call at the port of Rio de Janeiro.

Navi Bulgar (Navigation Maritime Bulgare Varna) are to operate a new service between Port of London Authority India & Millwall Docks and Algiers, Piraeus and Istanbul.

The three-weekly service will become fortnightly when the company's latest vessel, m.v. "Lovech" is launched.

London brokers are Lambert Brothers Shipping Agents Ltd.

Port of Le Havre news

Le Havre, France (from Port of Le Havre Flashes, May, June):

• Director-General leaves

On March 19th the government appointed Mr. Paul Bastard Chairman of the National Ports and Waterways Board, on the recommendation of the Minister of Development and Construction.

Mr. Bastard, who is 54, was educated at the Ecole Polytechnique and the Ecole des Ponts et Chaussées (Institute of Highway Engineering) and became Director-General of the Port of Le Havre Authority in 1967. He has played an active part in the enormous expansion of France's second port and will always be associated with such important developments as the two container terminals at the Quai de l'Atlantique and the Quai de l'Europe; the world's largest lock, the François I, which connects the commercial docks with the industrial zone; the new port control centre; and the Antifer Oil Terminal, which will be ready for 550,000 dwt tankers in 1976.

• Berth construction at Antifer

A construction platform, the **Mer d'Iroise 1**, arrived on the Antifer site on March 12th after being modified in Le Havre. Its arrival marked the beginning of work on the first two berths for 550,000 dwt supertankers, and it was joined a few days later by a second platform, the **Mer d'Iroise 2**, which had also been completed at the assembly yard opened in the port/industry zone by POSTAN, a group of companies specially formed for the purpose. The work at Antifer involves assembling an approach jetty 400m long by 8m wide (1,300 ft x 26 ft) and then building the working areas adjacent to the berths, each equipped with five discharging arms. The dolphins are composed of three or four piles 65m (213 ft) long and 2.75m (9 ft) in diameter. For driving the piles the two self-elevating platforms can be jacked up and down, while for positioning them the POSTAN group has bought the world's most powerful drill from the USA, capable of boring holes 3.20m (10 1/2 ft) across.

• Airlift for sea pilots

With only a few months to go before the Havre-Antifer oil terminal comes into service for supertankers of 350,000 dwt (while waiting for the first 550,000 tonners in 1976), a number of professions connected with the sea are wondering how best to adapt to the age of giants. The marine pilots, without whom no large vessel could enter or leave harbour, have for some time been thinking of using helicopters for getting to and from the very large tankers that will be using the new port. Before making a final decision, the pilots have been carrying out a number of trials and not long ago an Aérospatiale "Alouette 3" spent a week in Le Havre carrying pilots on authentic missions and testing winching procedures. Pilots were put aboard containerships and tankers of over 200,000 dwt, with the helicopter landing on the deck. Winching can be regarded as a possible alternative in cases where the helicopter is unable to touch down.

Speed and safety both stand to gain from the sea/air partnership now beginning to take shape in Le Havre.

Port Association trip to England

Amsterdam ("Haven Amsterdam" May, 1975):—The Amsterdam Port Association (Vereniging 'de Amsterdamsche Haven') is charged with a number of tasks—including the publishing of HAVEN AMSTERDAM—and recently hosted a five-day port visit to the United Kingdom. About 55 members of the Port Association made the trip which was organised by the association's Joop Meerhoff.

The party left Amsterdam on Saturday, April 5th aboard the TOR HOLLANDIA. Incidentally, this was the first sailing from the newly-opened VCK Scandia Terminal in the Suezhaven. Arriving in Immingham early the next morning, there was a tour arranged by the British Transport Docks Board of the Port of Immingham and the well-known fishing port at Grimsby.

On Monday, there was a tour of London arranged by the Netherlands British Chamber of Commerce and the next day a visit to the Port of London by boat, organised by Peter Bennett of the Port of London Authority. The group returned to Amsterdam via Ramsgate where the Channel crossing was made by Hovercraft to Calais where they boarded a special bus for the journey to Amsterdam.

Top admirals from West and East navies visited Sweden

Port of Gothenburg Sweden



Port of Gothenburg
Captain Jens Lomberg,
Gothenburg's new harbour captain

Gothenburg, Sweden, June 27, 1975:—The Port of Gothenburg had a remarkable visit on June 11th, when leading admirals from the West as well as the East passed through the port on the River Göta and also were listening to Mr. Sven Ullman, head of the port, who in a speech summerized some facts about the port, which is the largest in Scandinavia. At the same occasion the Swedish Ship-owners' Association's managing director Mr. Nils Grenander spoke about Swedish shipping.

The admirals participated in an unique maritime symposium held in Stockholm and Gothenburg June 9th—13th on invitation from vice-admiral Bengt Lundvall, commander-in chief of the Royal Swedish Navy.

King Carl XVI Gustaf of Sweden opened the symposium, the subject of which was to examine and discuss various forms of peaceful international cooperation and to contribute to the understanding between navies. The heading of the conference was "Mare Conjunct—Non Separat". Some of the themes discussed were: "Cooperation between Navies and the rest of the society to make use of knowledge experience and development in the underwater field for exploration of sea bed resources", "Ice-breaking and operations in icy waters; experiences and trends of development", "Voluntary training of young men in preparation for a nautical career. Cooperation between Navies and Merchant Fleets in theoretical and practical instruction and practical training of officers and men".

Among the delegates were admiral Sir Edward Ashmore, UK, admiral Nikolaj Amelko, USSR, admiral James L. Hollway III,



Port of Gothenburg
 Pictured on board a vessel in the Port of Gothenburg are three participants in the Maritime Symposium (left to right): Admiral Nikolaj Amelko (USSR), Vice-Admiral Bengt Lundvall (Sweden), and Admiral James L. Hollway III (USA). Courtesy: Göteborgs-Posten, Gothenburg.

USA, vice-admiral Ludwik Janczyszyn, Poland, admiral Albert C. Joire-Noulens, France, vice-admiral Willi Ehm, DDR, vice-admiral Günter Luther, federal republic of Germany, vice-admiral Eric Roest, Holland, rear-admiral Julius van Dyck, Belgium, rear-admiral Oddmund P. Åkenes, Norway, captain Peter O. Kavanagh, Ireland, vice-admiral Sven S. Thostrup, Denmark, rear-admiral Stig-Olof Wikberg, Finland, captain John W. Mason, Canada, director Petúr Sigurdsson, Iceland, rear-admiral S. Christer Kierkegaard, Sweden. Vice-admiral Bengt Lundvall was president of the symposium and chairman was rear-admiral Per Rudberg, Sweden.

5% fall first quarter 1975

Like many other ports the Port of Gothenburg has felt the recession in trade and reports a decrease of 5 per cent in the total throughput during the first quarter of this year compared with the same period 1974.

While oil fell with only 1 per cent the fall was more marked on the timber export sector where the 1974 peak for Swedish sawn timber has been followed by a weakening market.

The port handled a total of 5,968,000 tons during the quarter.

New harbour captain appointed at the Port of Gothenburg

Succeeding captain Georg Svantesson who has retired, captain Jens Lomberg (48) has been appointed harbour captain of the Port of Gothenburg. Captain Lomberg served as a mate in the Götha-Company's ships and as a master in the Gothenburg-Frederikshavn Line, joined the Port of Gothenburg as a harbour pilot in 1959 and has for a year

prior to his appointment been working as assistant harbour captain.

New calls at the port by overseas cargo liners. Increased cargo traffic on Norway and Finland

The British "Orbis Liner Services" in their cargo traffic between Europe and the East coast of the USA started to call at the Port of Gothenburg in February this year and will twice a month call at the port with their 7,000-tonners.

The Neptun Orient Line, Singapore, also has started to call at Gothenburg in the Europe-Port Kelang, Singapore, Hongkong, Yokohama service which this line is running.

The Ångfartygs AB Bore, Finland, has made an agreement with the Transatlantic Shipping Company of Gothenburg that the cargo ferry M.S. "Scandic" belonging to Transatlantic will sail for Bore in the Gothenburg-Helsinki, Kotka, Åbo, Hangö service, which means that Bore now can offer two sailings per week in each direction.

The cargo service between Gothenburg and the western ports or Norway carried out by the West Norway-Gothenburg Line in 1974 doubled its cargoes compared with 1973.

The Line serves as a feeder line for ocean-going ships calling at Gothenburg and also as a coast traffic line between the ports of western Norway and Gothenburg with one sailing in each direction every week.

A new addition to this line is the M.S. "Sunnmøre" of 2,340 tdw recently bought from Fred Olsen, Oslo. The "Sunnmøre" is specially designed for palletized cargo with four decks and is equipped with large side doors.

Helsingborg attracts transocean liner traffic

Helsingborg, Sweden, May 22 (Port of Helsingborg):—In recent years the transocean liner traffic has become more and more significant to Port of Helsingborg. The large shipping companies have taken a keen interest in the port during 1973 and 1974, and this seems to be strengthened furthermore during 1975. What are the reasons for this state of things, and what has happened in Helsingborg during recent years which has influenced the development?

After the second world war Helsingborg was mainly a ferry port with short-sea traffic as a speciality. Certain transocean liner traffic has, however, been maintained since decades by many large shipping companies, such as Johnson Line, Transatlantic, and Swedish Orient Line. These three lines are operating on South America, South Africa and North Africa respectively. Until a few years ago mostly imported cargo from these continents was taken care of at Helsingborg. Nowadays, however, not only the import has been concentrated to this port but in ever increasing quantities export cargo is now being loaded at Helsingborg. In this manner a better balance between import and export has been the result. The changed traffic pattern has involved large investments to be made in the port. This will be returned to later.

Helsingborg has a long row of excellent advantages as far as international sea traffic is concerned. The city is centrally situated for cargo to and from Scandinavia. It has the best possible sea, rail and road connections with all countries in the North. Moreover the port is easy to

approach, it takes only minutes from the sailing route in the Sound to the docks. Swift and correct cargo handling, spacious stores and the largest capacity in Sweden of cold and refrigerated space are attracting shipping lines to the port. A great number of regular feeder services are available for transit cargo to other Scandinavian ports. Port equipment is excellent with a max quay depth of 11.5 m.

All these natural and traffic conditions imply that Helsingborg becomes more and more popular due to the transport economy that follows by using the port. A great many shipping companies, both new and old, have concentrated on Helsingborg. Among those the national Algerian C.N.A.N. may be mentioned, the direct service of which between Helsingborg and Algerian ports in a few months became a success. The shipping lines between Helsingborg and East and West Africa have also developed at a hurried pace. On West Africa there are two owners that maintain liner services, Scandinavian West Africa Line and Scan-Lloyd. On the other side of the African continent the Scandinavian East Africa Line is operating. This is a subsidiary to the Norwegian American Line. On the Persian Gulf Scandinavian Middle East Line maintains a regular service from Helsingborg with increasing quantities of cargo year by year. Two Islandic owners operate regularly to Reykjavik. A shipping line that has developed favourably is Atlantic Gulf Service, the traffic of which between Helsingborg and American Gulf Ports shows a very solid development.

INVESTMENTS

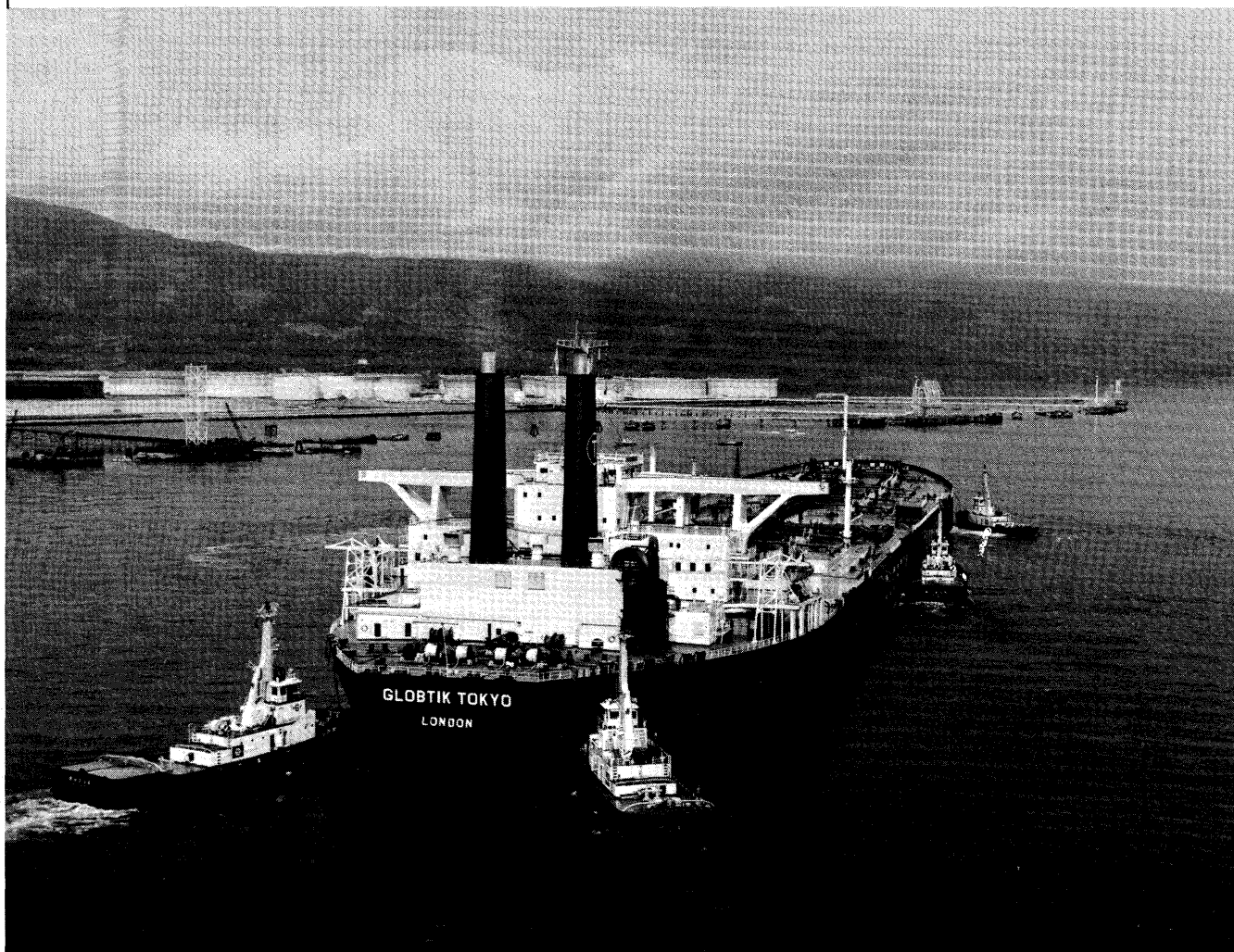
The project that has required great demands in investment cost is the construction of a completely new RoRo-harbour named "Sundsterminalen". This is scheduled for operations by autumn 1975 for a total cost of some 20 million SwCrs. The terminal is constructed for all kinds of RoRo-handling on an area of about 45,000 sq.m and with a maximal water depth of 8.5 m. Among other projects of interest the depot for jet fuel may be mentioned, the construction of which was commenced during 1974. The depot is now in use since March 1975 for a total investment of about 3 million SwCrs. The depot includes three tanks of altogether 15,000 cu.m.

Dredging in order to increase the water depth at the quays, preparing of marshalling areas, improvements of warehouses and RoRo-berths have also been included in the total investment costs of 14 million SwCrs. For 1975, 1976 and 1977 the estimated investment requirements are 20.8 million SwCrs, 16.7 and 10.3 respectively, or altogether 47.8 million SwCrs.

TRAFFIC

In spite of the current depression the total traffic has increased at Helsingborg in 1974. Within certain sections, as for instance the break-bulk cargo the increase has been remarkable, viz. 17.1 pct. In all the cargo turnover came up to 7,512,779 tons for 1974. The number of vehicles ferried in and out arrived at 1,197,037 and the number of passengers came to a record of 15,084,062. Totally the number of LoLo- and RoRo-units together in all parts of the port amounted to 323,980 containers, flats and trailers in 20 ft equivalents, and lorries.

Port of *Kure*



"GLOBTIK TOKYO" at Nippon Oil Staging Terminal

CONSERVE OIL

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

TOKYO TANKER CO., LTD.

Port of Barcelona

Sea traffic in 1974

Barcelona, Spain (Puerto de Barcelona Boletín Informativo, January 1975):

- An increase in the level of traffic has been maintained.
- There has been a notable increase in the level of container traffic.
- An investment of 3,800 million pesetas in the five year period from 1975-1979.
- In the executive committee of the 21st economic formalities were begun with a total budget of 1,281 million pesetas.

TRAFFIC

The data given below for the port is for the first eleven months of 1974. During these months the maritime traffic, merchandise loaded and unloaded in the port of Barcelona has reached the level of 11,842,062 tons, which shows an increase of 3.95 per cent over the same period of 1973.

The maritime traffic in the first eleven months of 1974 can be broken down as follows, and the percentage increases are given for each section:

	<u>Tm</u>	<u>Increase</u>
Petroleum products	3,658,472	1.60%
Liquids other than petroleum.....	1,630,433	9.83%
Solid Bulk goods	2,672,399	1.40%
General cargo.....	3,880,758	5.71%
Total.....	11,842,062	3.95%

The increase in container traffic has been really notable, 56,676 units having been handled in the first eleven months of the year, each unit equivalent to 20 feet. This represents an increase of 29.69% over the previous year. The gross tonnage of the container only ships using the terminal has increased by 34.61%. The TIR (International Road Transport) has handled 598,548 tons during the abovementioned period, an increase of 16.96% over the same period of the previous year.

This traffic, as it is not maritime, is not included in the above figures. It should be noted that the TIR road transport of the grouped type, which is the type that requires most handling, has not only maintained the level of the previous period, but shown an increase of 1.02%.

PROJECTS AND WORKS

Works to the value of 225 million pesetas have been carried out during the year 1974. The most important construction works carried out in this period were:

- Combined transport terminal, with an investment of 403 million pesetas, completing the quays for the berthing of Ro-Ro ships.
- The fitting out of the Contradique quay with a budget of 171 million pesetas; during the course of the year four 12 ton cranes have been erected and coal receiving installation completed.
- The water and electricity installation in the inner port work on this was started and will be finished before the

end of the year.

In the meeting of the port executive board committee held on the 21st of this month economic formalities were begun for the following construction works, the figures in brackets being the budget in millions of pesetas:

- Combined transport terminal bay (24.7 M ptas.).
- Rail link in the inner port (60.7 M ptas.).
- Paving of the Contradique quay (25.6 M ptas.).
- Southern Quay no. 1—1st Phase (492.1 M ptas.).
- Finishing of the Prince of Spain Quay (678.2 M pesetas).

Of these five construction works, whose total budget reaches 1,281.3 million pesetas, the following are noteworthy because of their extraordinary importance for the port: The first phase of the southern quay no. 1 with 920 metres of berthing line and a draught from 12 to 14 metres; and the finishing of Prince of Spain Quay with 748 metres of quay and a draught of 14 metres. These works cover surface areas of 13.8 and 26.7 hectares respectively.

It is also hoped that it will be possible to initiate the economic formalities in January for other construction works for a total sum of 120 million pesetas.

During the four years of the IVth Economic and Social Development Plan from 1976-79 work will be continued with the inauguration and completion of a series of important construction works among which it is worth noting the finishing of the East Dock (583.4 M pesetas), the southern quay no. 1 phase 2 (300 M pesetas) and 20 cranes of 6 and 12 tons (416 M ptas.).

In all it is hoped to make an investment of 3,800 million pesetas during the five year period from 1975-79.

The following objectives will be achieved with these construction works.

- Complete the sheltering of the port.
- Give an adequate draught in the port docks.
- Extend the berthing line by 2.1 kilometres and increase the warehousing and storage areas by 45.6 hectares.
- Reinforcing work for the existing berths, paving of the roadways and the finishing of the rail network.
- The most urgently needed addition to the crane equipment.

With this work it is hoped to make the port of Barcelona truly efficient and ready to face the increase in traffic which is planned for the future, taking into account the repercussions of the opening of the Suez canal in the near future.

Papua New Guinea Harbours Board

Port Moresby (Papua New Guinea Harbours Board Handbook of Information, March 1975):

Functions of the Board

The Papua New Guinea Harbours Board is a statutory body constituted under the Papua New Guinea Harbours Board Act 1963 as amended, and is directly responsible to the Minister for Transport and Civil Aviation.

The Board consists of the Chairman and six Members appointed by the Minister and the Chief Executive is the General Manager, who is appointed by the Board.

The Board is responsible for the administration, operation and the control of all activities associated with the movement of ships and cargo handling within the defined limits of the ports "declared" under the Harbours Board Act as coming within its jurisdiction. Full particulars of each of the declared ports are given in this Handbook.

The Board is not responsible for the registration of shipping, licencing of ships, surveys, manning, etc.; these regulatory functions are the responsibility of the Department of Transport. The pilotage service is operated by that Department, but is shortly to become a function of the Harbours Board.

Finances

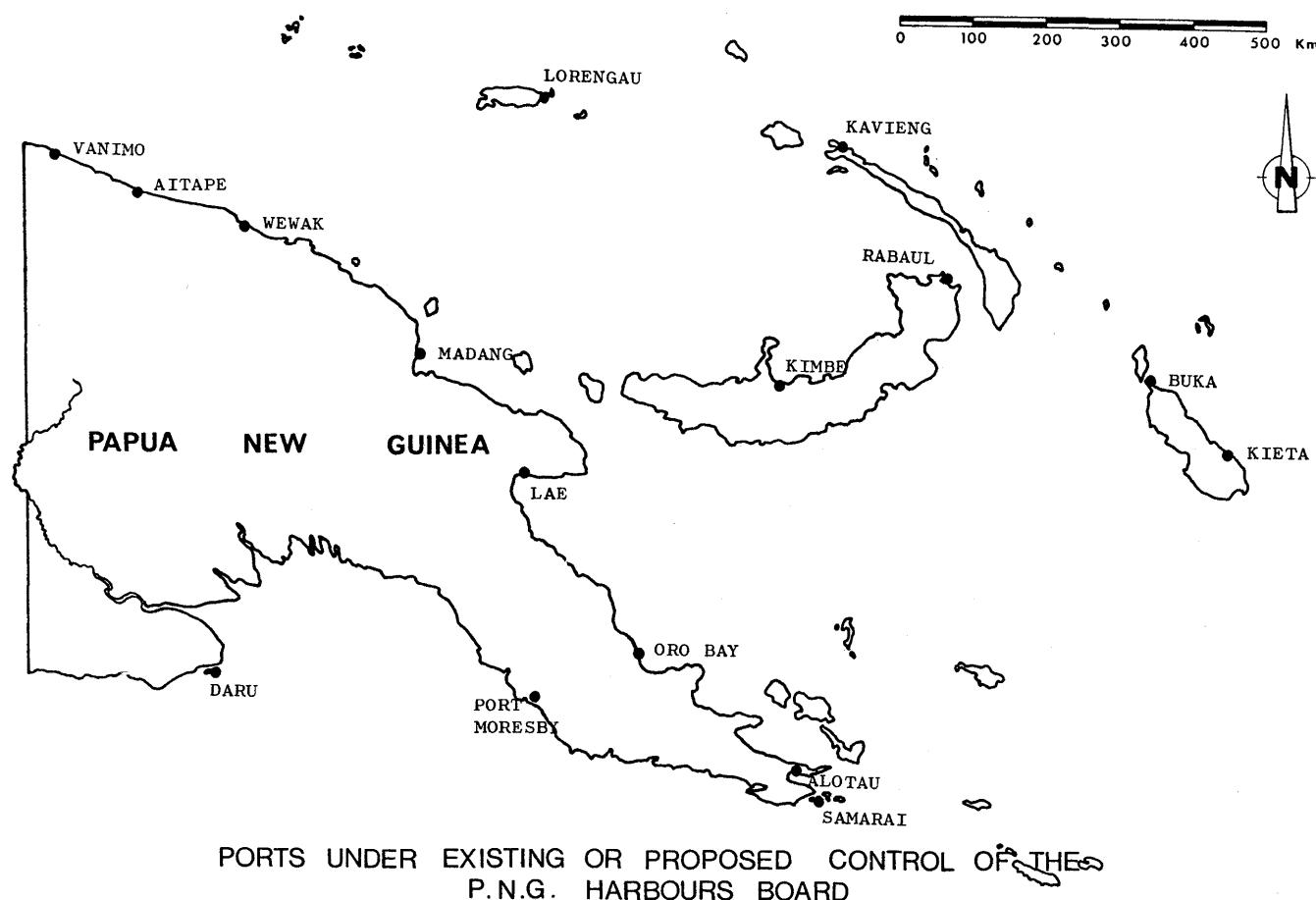
The Board is financially autonomous and is required to submit to the Government annually financial statements approved by the Auditor General. Charges and dues are set out in the By-Laws which require the approval of the Cabinet and the House of Assembly.

Out of revenue the Board must provide for the management and maintenance of the ports, depreciation, interest and repayment of loans, land rates, rents and, if required by the Government, a dividend on the value of the assets held by the Board.

The Board is required also to provide for a proportion of capital works expenditure to be met from revenue supplemented by loans directly from the Government or from international sources negotiated by the Government.

Port Management

Ports are grouped into four regions centred at Port Moresby, Lae, Madang and Rabaul, with a Senior Port Manager exercising overall responsibility for the administration of all ports in his region. Each port has a Port Manager, appointed under the Harbours Board Act, who has statutory authority at that port.



At each declared Port there is a Port Advisory Committee consisting of three ex-officio members and up to nine members, with alternates, representing all interests amongst port users; Members are appointed for two-year terms by the Minister. The functions of the Committees are to discuss local port problems and operations and advise the Board on such matters and put forward proposals for improved efficiency. The Committees also have powers to make "Local Rules" to regulate port operations.

Port Development

The Board is responsible for the provision of facilities and the planned development of the declared ports and must submit to the Government each year its capital works programme covering the next five years; the programme 1974-1979 proposes capital expenditure of some \$14,000,000.

Long-term development plans have been drawn up for all the major ports and short and medium term projects have been indicated on the sketches relating to individual ports in this Handbook.

Licensing of Stevedores

Only stevedoring organisations licensed by the Board may handle cargo within the Board's operating areas, with the exception of some classes of ships working at coastal wharves or ships at private wharves.

The Board restricts licensing at each port to the number which it considers reasonable in the interests of efficiency.

The Board does not engage in cargo handling itself nor does it control stevedoring charges.

Licensing of Tugs

Legislation will shortly be introduced providing for the licensing of berthing tugs.

Storage and Warehousing

Warehousing facilities are not provided in the ports; all covered and open stacking areas are for transit purposes only. At most of the larger ports private companies operate bonded and free warehouses to which undelivered cargo is consigned after specified periods.

Four working days from the date of completion of discharge of the ship are normally allowed free in the case of overseas inward cargo; one day only is normally allowed for coastal cargo before storage charges accrue.

Outward cargo may, subject to the approval of the Port Manager, be brought into the port seven days prior to the date of shipment without incurring storage charges.

Charges and Dues

Full details are set out in the Charges & Dues By-Laws, but the principal ones are as follows:

Wharfage Overseas General Cargo, \$1.38 inwards and 89 cents outwards per shipping tonne.

Wharfage Coastal General Cargo, 89 cents inwards or outwards per shipping tonne.

Berthage Overseas Wharves 10 cents per metre L.O.A.

Berthage Coastal Wharves 6 cents per metre L.O.A.

Port Dues 83 cents per metre L.O.A., which covers the vessel for all ports for a period of 3 months.

Pilotage 5 cents per two tons net register inwards and also outwards, payable to the Department of Transport.

(This is to be revised when pilotage is taken over by the Board).

Light Dues 10 cents per ton net register for a period of three months (Payable to the Department of Transport).

The Board does not allow credit accounts and all charges are payable in cash.

Working Hours

The Board's offices are open for business from 0745 hours to 1200 hours and 1300 hours to 1606 hours, Monday to Friday, Public Holidays excepted. Arrangements may be made with the Port Manager to provide services outside these hours.

No work is permitted in any ports on Christmas Day and Good Friday.

Stevedores' working hours are set out in the details of each port.

Berth Reservations and Priorities

A berth reservation system applies at the main ports which entitles certain classes of ships to an alongside berth on arrival in port. Such ships are passenger vessels, tankers and cargo ships meeting specified requirements, giving advance notice of arrival and paying the stipulated fee. Port Managers will provide full details on application.

Ships not holding a reservation are, subject to the overall efficiency of the port as determined by the Port Manager, normally berthed in order of arrival. In cases of emergency, the Port Manager may in the public interest grant priority to any vessel.

State Boating Service

Sydney, 25th June (Press Release, The Maritime Services Board of N.S.W.):—The State Boating Service, recently constituted by the Maritime Services Board of N.S.W., is to be expanded by the establishment of offices at the inland towns of Tamworth, Orange, Albury and Buronga.

This was announced in Sydney to-day by Mr. W.H. Brotherson, President of the Maritime Services Board, who said "the Board's activities up to date in the field of recreational boating have been centred generally on the coastal towns but the Board has recognised the need to serve the interests of the public in as many centres of recreational boating activity as possible".

"For this reason, the Board has decided to establish offices to be manned by its employees to cater for the boating needs of people in inland districts", he said.

Mr. Brotherson pointed out that the Board's officers located in coastal areas traditionally have been largely associated with the activities of commercial trading vessels but with the increased popularity of recreational boating and the decline in the number of commercial trading vessels visiting the smaller coastal ports, the Board has expanded and given added emphasis to its administration in the recreational boating field.

He said "the local and decentralised administration of boating matters will fill an indicated need and it is significant that the Board has included the growth centres of Orange and Albury in the inland areas to be served by local Boating Service Officers".

Mr. Brotherson added, "the prime responsibility of Boating Service Officers is the over-sight of the Board's

Regulations dealing with the control of recreational boating”.

“The officers to be appointed at the inland centres will spend a large proportion of their time patrolling the navigable waters in their particular areas but they will also be available to conduct examinations for licenses to navigate registrable vessels or to handle enquiries from the public generally”, he said.

Deepening channel in Newcastle

Sydney, 27th June (Press Statement, The Maritime Services Board of N.S.W.):—A \$1,300,000 contract has been let by the Maritime Services Board to West Ham Dredging Co. for the dredging of Newcastle Harbour to restore the channel depths to 36 feet at low water.

This was announced in Newcastle to-day by Mr. W.H. Brotherson, President of the Maritime Services Board, who said “gradual siltation of the channels has been occurring for some time and the Board has decided that it is necessary, in order that shipping might take full advantage of the designed depths, for maintenance dredging to take place”.

“Work will commence within the next two or three weeks and will be completed in about six months” he added.

Mr. Brotherson said “the material to be dredged is substantially fine silt and because of its nature it will be taken to sea and dumped.

Oil spill at Botany Bay

Sydney, 9th July (News Item, The Maritime Services Board of N.S.W.):—The President of the Maritime Services Board, Mr. W.H. Brotherson, in commenting on the oil spillage which occurred at Botany Bay yesterday, said it resulted from a rupture in a hose attached to the single buoy mooring on the northern side of Botany Bay.

He said the spillage was not regarded as being particularly large and the references which had been made to dead fish were incorrect.

Mr. Brotherson went on to say that during the 12 months ended 30th June, 1975, six oil spills have been reported in Botany Bay but one such spillage could not be found.

Of the remaining five, prosecutions are pending on four of them and in the other case the prosecution has been determined by the Court resulting in the master having been fined \$200.

Mr. Brotherson said “it is a matter for concern that although penalties as high as \$50,000 can be awarded, the Court would judge that the spillage already dealt with merits a fine of only \$200.”

“The Board pursues the prosecution of offenders as is indicated by the figures but relies on penalties which are sufficiently severe to demand extreme vigilance by persons handling oil in the Ports of the State”, he said.

The Board employs inspectors who work rotating shifts covering the seven days of the week so that an oil spillage is quickly detected, reported and dealt with.

Mr. Brotherson concluded “the major needs of the State for oil products are handled through Botany Bay and when it is considered that 8,000,000 tonnes of oil were handled last year, the degree of pollution resulting from the activity

is within bounds”.

Record trade at State ports

Sydney, 18th July (News Item, The Maritime Services Board of N.S.W.):—The trade of the New South Wales ports increased by 11.6% to reach the record level of over 66 million tonnes during the financial year ended 30th June, 1975.

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

Mr. Brotherson said the Sydney Ports (Port Jackson and Botany Bay) posted a cargo throughput of 31 million tonnes, Port Hunter (Newcastle) 18½ million tonnes and Port Kembla 15 million tonnes. The regional ports of the State handled a total of 1½ million tonnes during the year.

Mr. Brotherson said “bulk oil and petroleum products were leading commodities at each of the main ports but coal & grain exports were also contributing factors to the high level of trade”.

He said “the Ports of N.S.W. further improved their coal-exporting potential to a new high of 16.5 million tonnes, an impressive gain of over 3 million tonnes above the 1973/74 record.

“The trade of Port Jackson, despite a downturn in early 1975, amounted to 22 million tonnes during 1974/75, an increase of more than 16% on the trade for the previous financial year and more than 2½ million tonnes in excess of the previous record year”, he said.

Mr. Brotherson added “the figures for Port Jackson highlight the boom in the import of consumer goods which followed the reduction in tariffs and the revaluation of the Australian dollar”.

“The trade of port Hunter (Newcastle) increased by over 16% during the financial year, principally due to the increased level of coal exports (almost 10 million tonnes) coupled with a marked improvement in grain exports” Mr. Brotherson said.

He added “coal exports were also responsible, in part, for the record trade at Port Kembla but the major factor was the larger imports of raw materials for use in the steel industry established in the area.”

“Of the regional ports, the Port of Twofold Bay handled 1.3 million tonnes, an increase of more than 300,000 tonnes compared with the previous financial year and, for the fifth successive year, the tonnage of oil imports at Trial Bay increased to reach a new record level of 192,000 tonnes” Mr. Brotherson said.

HK representative in L.A.

Hong Kong, 13 July (The Week in Hong Kong, Hong Kong Government Information Services):—Mr. Andrew Ma, formerly public relations manager of the Trade Development Council in Hong Kong, has been appointed TDC representative in Los Angeles. This was announced today by the TDC head office in Hong Kong.

Mr. Ma has taken over the duties of Mr. Matthew Tai in Los Angeles who has been transferred to New York as acting senior representative of the TDC in the United States.

The former senior representative of the TDC in the United States, Mr. Francis Lo, will return shortly to Hong

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Kong where he has been appointed senior manager in charge of the Trade Services Department.

New Zealand Ports Authority

Wellington:—Extracted from Report of the New Zealand Ports Authority (for the year ended 31 March 1975) is the Introduction by M.J.K. McAlpine, Chairman, in the following paragraphs.

The year has been one of activity and accomplishment. Recommendations were made to Government on a number of occasions, reports on various topics were prepared, and many requests for approval of expenditure were dealt with. In particular, a great deal of time was spent investigating the need for, and location of, South Island cellular container facilities. A report issued by the authority, *Future Container Traffic*, outlined the anticipated growth in container transport throughout New Zealand to the year 1990, and provided an important basis for later discussions on South Island facilities with representatives of shipping companies, harbour boards, producer boards, and officers of the Ministry of Transport.

In addition to this major exercise, studies were made of representation on the Auckland Harbour Board, the trade viability of the port of Oamaru, and training facilities for waterfront workers. As in previous years, a large proportion of the authority's time has been devoted to the consideration of applications by harbour boards for approval to

expend loan moneys for harbour works or shipping purposes. The authority's statutory obligations in this area have been discharged with an eye to minimum delay and maximum rationalisation of harbour development.

It is evident that, on many fronts, maritime transport continues in a state of flux. Some impending changes are clearly apparent; others are merely possible or probable. Certainly, the accelerating container development will radically alter traditional shipping patterns. At the same time, general transport policy will probably be restructured to a greater or lesser extent as a result of both the recommendations of the Wilbur Smith *Transport Policy Study* and of the Green Paper on transport issued by Government in late 1974.

Whatever the future holds for maritime development, policy, and administration, I believe that the work of the authority over recent years has demonstrated the advantages of some degree of centralised port control. Only in this way can New Zealand's individual ports be welded into an integrated and efficient system. It is this latter concept which determines the authority's approach to its many and varied responsibilities.



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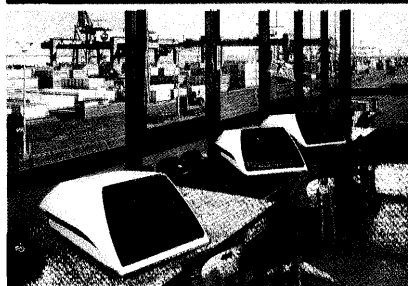
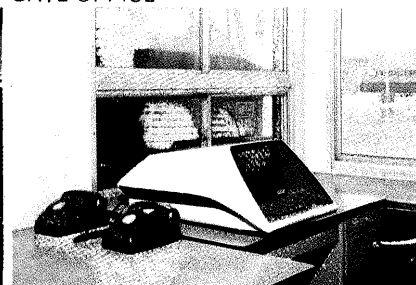
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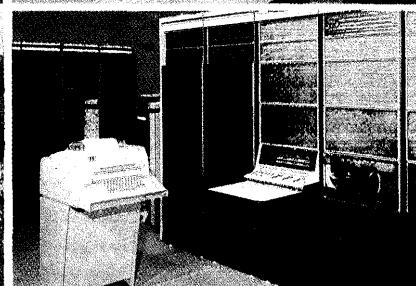
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