

PORTS *and* HARBORS

October, 1975 Vol. 20, No. 10

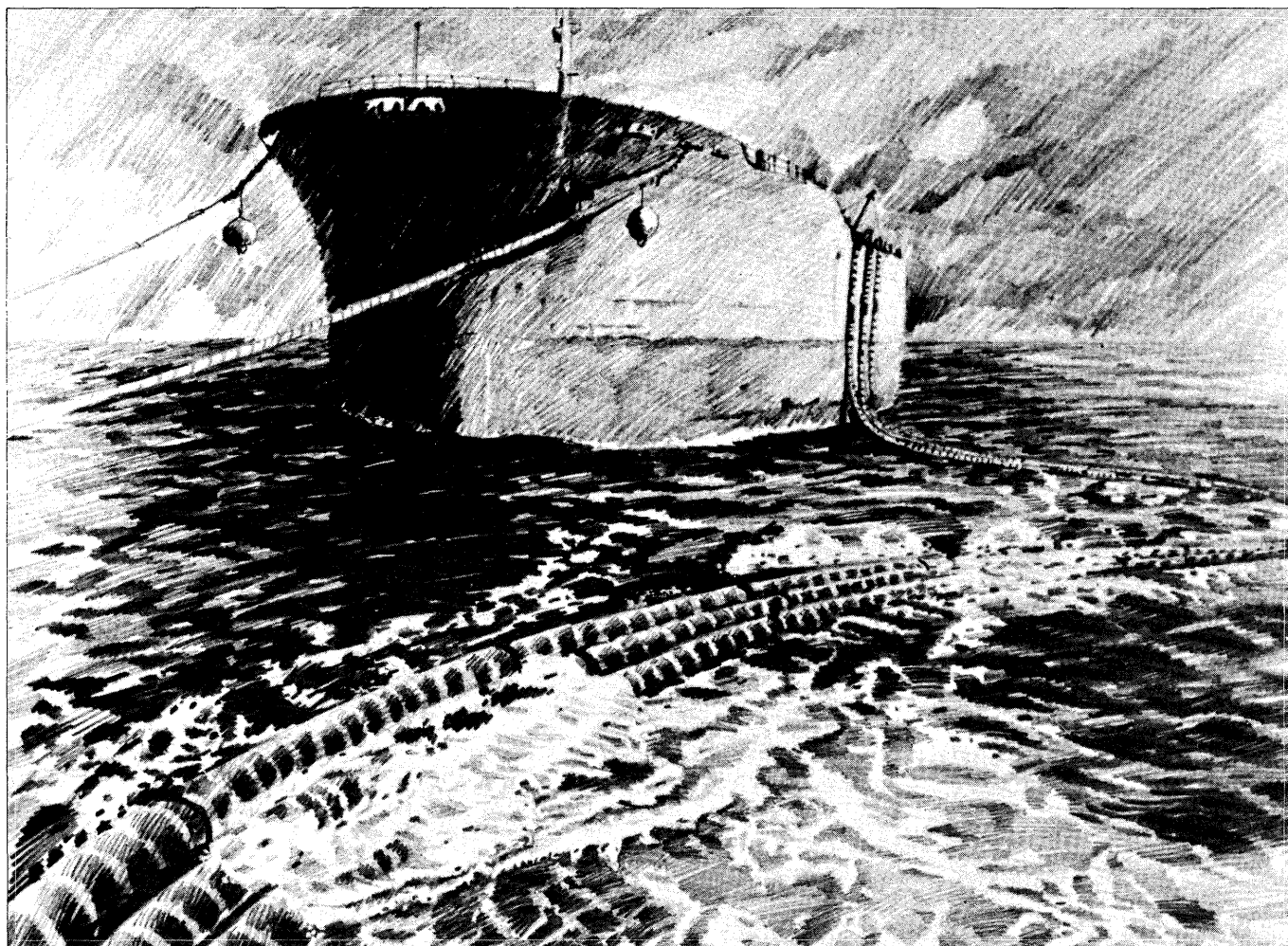


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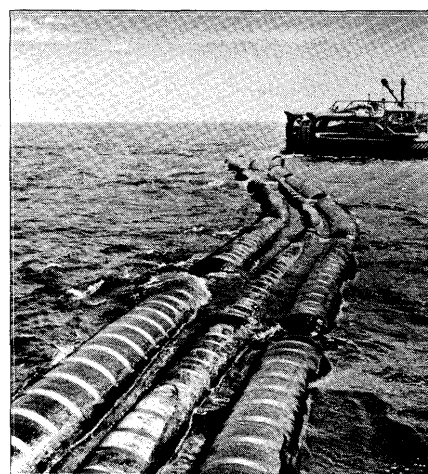
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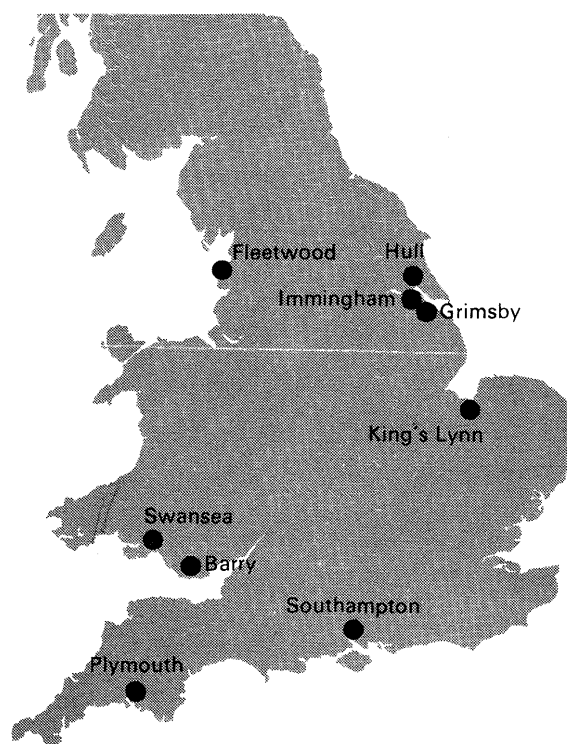
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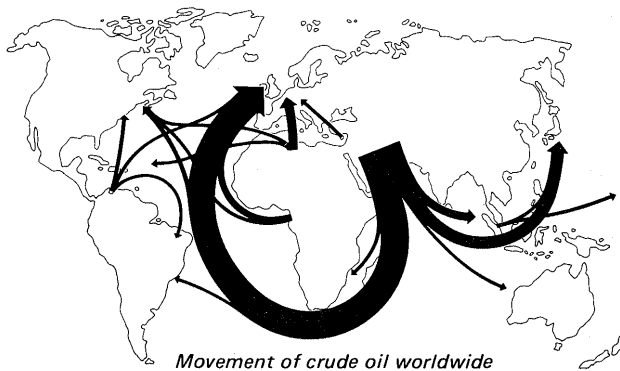
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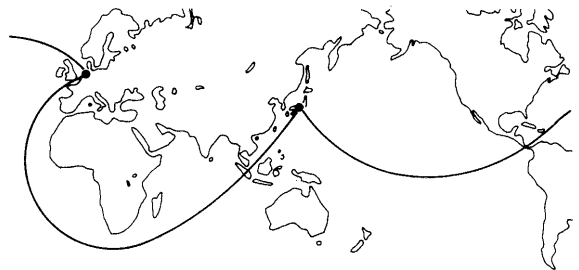
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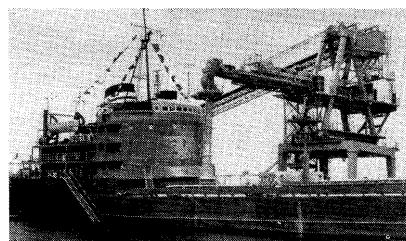
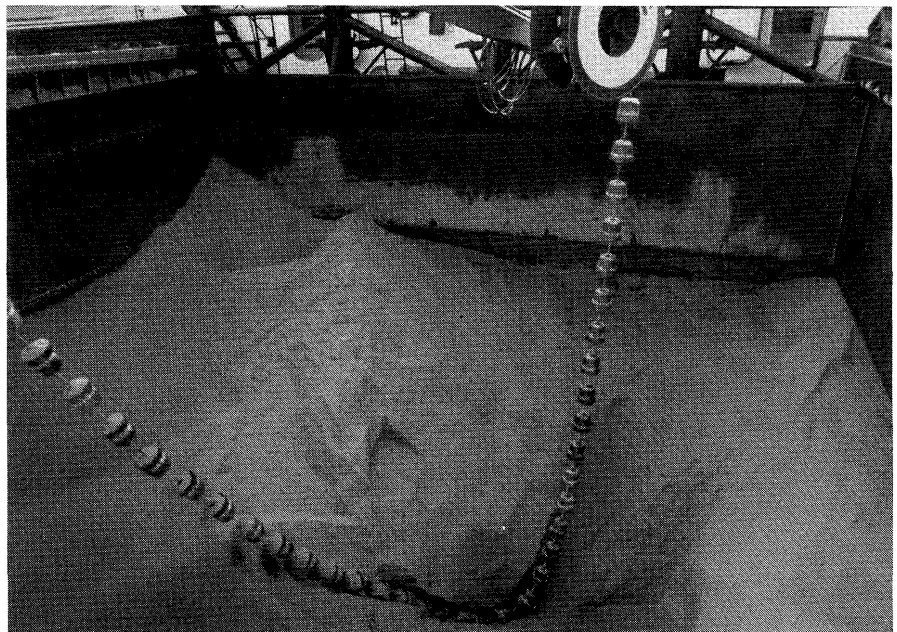
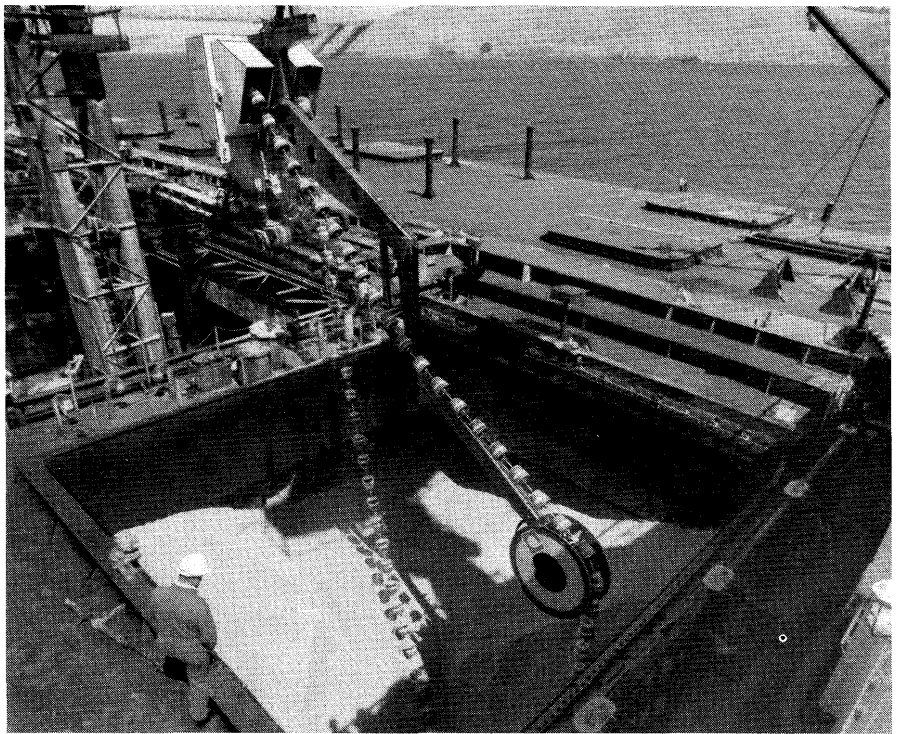
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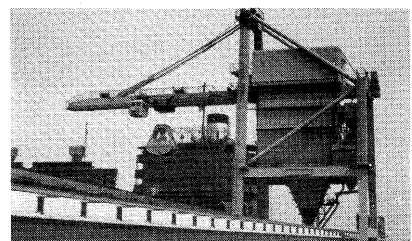
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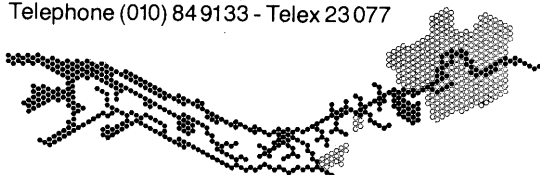
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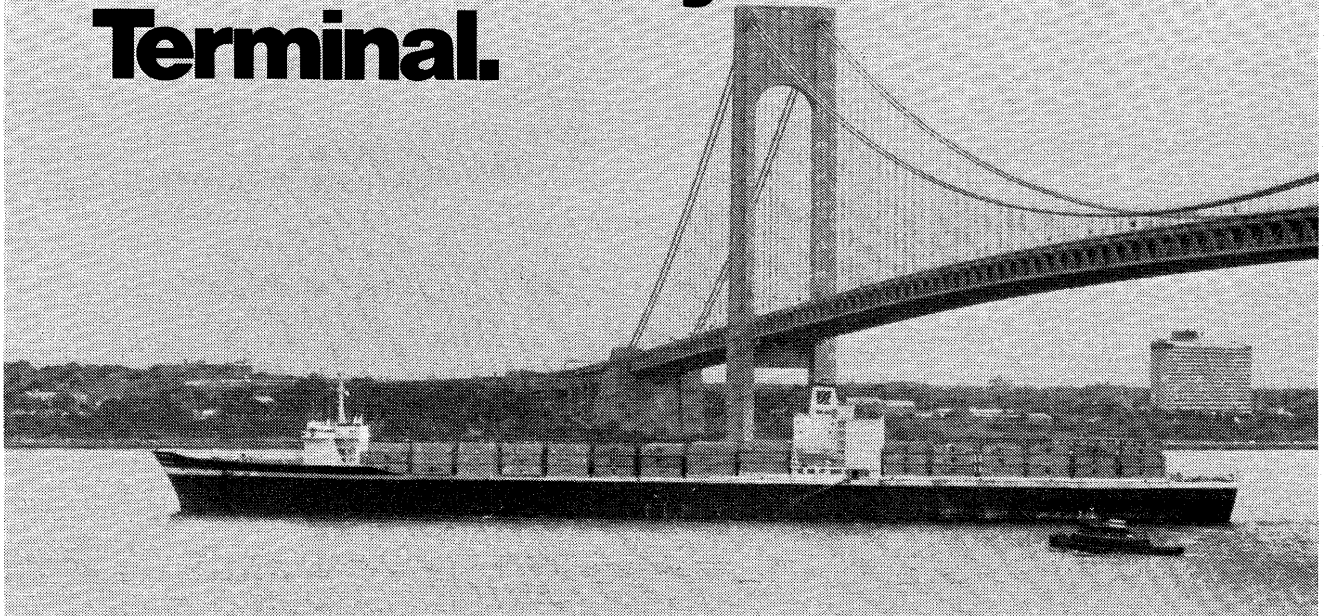
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IMCO Extends Assistance to Developing Nations

IAPH Liaison-man Reports

IMCO Council and Committees at their recent meetings agreed to extend varying technical assistance to developing countries in the field of marine pollution, according to the reports by Mr. A.J. Smith, IAPH Liaison Officer with IMCO, who covered the following sessions.

Committee on Technical Cooperation

28-29 May, 1975

Council 2-6 June, 1975

Marine Environment Protection Committee

23-27 June, 1975

The full text of his reports and recommendations to IAPH Members Ports follows.

(Mr. Smith also attended a Meeting of the Legal Committee, 16-21 June, 1975, in the company of Mr. A. Pages, Chairman of the appropriate IAPH Special Committee, but the report written by Mr. A. Pages, was already made public in the preceding issue of "Ports and Harbors"). (MK)

— The Texts of Reports — Committee on Technical Cooperation

The Committee held its XIth Session on 28th and 29th May, 1975.

There were two items on the Agenda of particular interest to IAPH. Firstly, the problems of acceptance and implementation of IMCO Conventions and Recommendations by Developing Countries. This matter, which was raised by the Government of Indonesia, appeared to be of general applicability and the Secretary-General of IMCO has therefore appealed to all developing countries to call upon IMCO for assistance in this regard. IMCO Regional Advisers and Inter-Regional Advisers on Maritime Legislation and on Marine Administration would also make themselves available to assist developing countries.

Secondly, to assist in the provision of technical assistance in the field of marine pollution with particular reference to the requirements of the 1973 Marine Pollution Convention, it is proposed that a symposium will be held at Acapulco, Mexico in March 1976. In addition, the United Kingdom Government has advised that facilities are available at the Warren Spring Laboratory for training courses, equipment and dispersants to dealing with marine pollution and consultancy services. A special unit has also been established by the Brazilian Government to train marine pollution experts.

The following list of possible studies was considered by the Committee:

- (1) Study of "Requirements of Developing Countries for Reception Facilities for Oily Residues".
- (2) Study of "Problems Developing Countries Require to Overcome to Implement the 1973 Marine Pollution Convention".
Such a study has already been done by an IMCO expert for Nigeria, but would need to be made more comprehensive to deal with problems of different governments in different regions of the world.
- (3) Study of "Requirements of Developing Countries in order to Implement other IMCO Conventions and Recommendations".
- (4) Study of "Facilities Required by Developing Countries for Maritime Training", embracing:
 - (a) requirement of training equipment;
 - (b) requirement of training expertise;
 - (c) other requirements.
- (5) Study of "Problems of Port Safety in Developing Countries, including Fire Protection and Navigational Aids".
- (6) Study of "Problems Encountered by Developing Countries in Providing Navigational Aids".
- (7) Study of "Requirements of Developing Countries concerning a Programme of Training and Assistance in the Fields of Laws and Regulations Applicable to Ships and Shipping".

During the Committee's discussion, several suggestions were made with respect to modifications of the proposed studies. The Indian delegation suggested that the proposed study on "problems of port safety in developing countries" should include technical aspects of port management. The delegation of Nigeria referred to the report prepared by an IMCO expert on problems of implementing the 1973 Marine Pollution Convention in Nigeria, and announced that the Nigerian Government would be in a position to release the report within a few weeks. This delegation also stressed the close inter-relationship between implementation of the 1973 Marine Pollution Convention and navigational problems such as channels, regulations for movement of traffic, etc. The observer from UNCTAD informed the Committee of UNCTAD's mandate and activities and stressed the on-going cooperation between the two organisations in these matters. The observer from the East African Harbours Corporation stressed the importance of studies of the types of ships required from a technical point of view for the development of shipping, and the Indonesian delegation referred to the proposal which it had already

made when the Committee was discussing technical assistance in the field of marine pollution.

The Committee concurred in all of the above suggestions with respect to future studies.

Council

The Council of IMCO met in 34th Session during the period 2nd to 6th June, 1975.

As will be appreciated the agenda for the meeting was full and largely of an administrative nature.

Matters discussed of particular interest to port authorities included the reports of the Maritime Safety, Marine Environment Protection, Legal, Facilitation and Technical Cooperation Committees which have broadly been reported upon on other occasions. These reports were accepted by Council together with various recommendations and action initiated where appropriate.

Council has approved in principle the convening in 1976 of a Conference to review the 1957 Convention relating to the Limitation of Liability of Owners of Sea going Ships, and has authorised the IMCO Secretariat to assemble and analyse relevant national legislation concerning wreck removal. In addition Council has agreed to the inclusion in the IMCO work programme of consideration of a Convention on the Regime of Vessels in Foreign Ports. Each of these matters will be familiar to IAPH members through previous reports. It will, perhaps, be helpful to IAPH members to know of Council's proposals for the long-term work programme of IMCO, covering the period 1978-82. These are:

1978

- (a) Conference on Crew Training
- (b) Conference on Search and Rescue Systems
- Possible Future Conferences 1979-1982

1979 (Assembly year)

Possible legal Conference on either:

- (i) Status of Air-Cushion Vehicles, or
- (ii) Civil Liability for Pollution Damage from Substances other than Oil as defined in the 1969 Convention on Civil Liability for Oil Pollution Damage, or
- (iii) Wreck Removal and Related Issues, or
- (iv) Regime of Vessels in Foreign Ports.

1980

- (a) Possible Conference on Safety of Novel Type Craft
- (b) Possible Legal Conference on Establishment of International Legal Machinery to Combat Marine Pollution from Ships and other Vessels

1981 (Assembly year)

Possible Technical Conference

1982

- (a) Possible Legal Conference
 - (i) Jurisdiction in respect of Collision at Sea and other Maritime Incidents, and
 - (ii) Arrest of Sea-Going Ships
- (b) Possible Technical Conference.

Marine Environment Protection Committee

The Third Session of the Committee was held from 23rd to 27th June, 1975.

The large attendance of delegation from 38 countries and 12 United Nations, Inter-Governmental and non-Governmental organisations is indicative of the importance now attached both internationally and nationally to the subject of marine environment protection. The full Agenda for the Session reflected the multi-faceted problems which

await resolution.

I have reflected, on another occasion, that protection of the marine environment is not solely dependent on ratification of the 1973 Marine Pollution Convention by the members of the international community. Indeed, a large measure of protection would be obtained if States were prepared to accept the 1969 Amendments to the 1954 Oil Pollution Convention. It is therefore of interest to note that only the States of Japan, Sweden and the United Kingdom have so far implemented the 1969 Amendments and that a further 11 acceptances are still required to bring them into force. In consequence, the Committee has reaffirmed its view that member governments should bring the Amendments into force as a matter of urgency. In this regard, IAPH members could reasonably enquire of their respective Governments their reason for delaying acceptance of the 1969 Amendments.

The following topics considered by the Committee are of particular interest to IAPH members:

- (i) Provision of reception facilities in ports.

IAPH members are undoubtedly aware that the Key to the successful implementation of the 1973 Marine Pollution Convention will be the provision of adequate facilities at the ports for the reception of wastes from ships. That the Committee itself is of this view is evidenced by the fact that at the commencement of the Session, it appointed an ad hoc Working Group to examine and give guidance on this matter. The terms of reference of the Working Group are:

- (1) Study the requirements of and limitations imposed by the 1973 Convention with respect to the provision of reception facilities for wastes containing oil (persistent oils, non persistent oils, oily bilges, etc.), noxious chemical substances, sewage and garbage from ships. Priority should be given to the requirements of Annex I. The study should be aimed initially at:
 - (a) estimating the quantities of such wastes which different types of ships (oil tankers, chemical tankers, combination carriers and other vessels operating in various areas in various routes) can be expected to have on board for disposal in ports both within and outside special areas;
 - (b) measures which might be introduced to minimize the need for reception facilities such as use of segregated ballast system, load-on-top system, stripping systems, oil spray cleaning, etc. Special consideration should be given to the ways and means for assisting developing countries in meeting the Convention requirements.
- (2) Identify specific items on which further information is required for the completion of the study and indicate possible ways of obtaining such information.
- (3) Prepare a work schedule for the preparation of reports for consideration by the Committee.

The report of the ad hoc Working Group is, of necessity, detailed and lengthy and does not readily lend itself to abridgment without loss of impact. It is therefore recommended that IAPH members should request that it be made available to them by their respective Governments. The report, which is entitled "Means for ensuring the provision and maintenance of adequate reception facilities in ports" is contained in IMCO document MEPC 111/WP5 dated 26th June, 1975.

The Committee has accepted recommendations of the Working Group which will effectively lead to the comple-

tion, during the next two years, of the overall study of the means for ensuring the provision of adequate reception facilities in ports.

The Committee also agreed to consider the following suggestions of the Working Group as to ways and means of assisting developing countries in meeting the 1973 Convention requirements for reception facilities:

- (a) Utilize the technical reports of INCO/MEPC study on reception facilities. In this regard the technical expertise of the IMCO technical committees, such as MSC, MEPC and their sub-committees can be made available to assist developing countries.
- (b) All countries having ports or terminals equipped with reception facilities can provide design and operating experience to the developing countries.
- (c) Various organizations and institutions, such as oil companies, national and international associations of tanker and/or ship operators and port associations can be called upon to provide technical expertise in this field.
- (d) Engineering and consulting firms engaged in the design and construction of port and terminal facilities can assist in this endeavour either through their national Governments or through direct channels.
- (e) Scientific organizations and academic institutions may provide this type of expertise in this particular area.

Finally, the Committee considered the possibility that the 1973 Convention may not enter into force before 1st January, 1977. Having regard to the crucial importance of the provision of reception facilities to achieving the objectives of the Convention, the Committee has therefore approved a draft resolution for submission to the IMCO Assembly which recommends that member Governments should take all necessary measures to ensure that reception facilities, as prescribed in the Convention, are provided by not later than 1st January, 1977.

(ii) Technical assistance in the field of marine pollution.

The Secretary General, IMCO, has circulated an enquiry to member Governments inviting them to supply information which would permit him to compile a list of experts, institutions and administrations for reference when required for assistance to developing countries in emergencies or in implementation of the 1973 Marine Pollution Convention, and to assemble information concerning equipment which could be made available for dealing with spillages, including transportation facilities.

IAPH members will also be interested to know that the IMCO Secretariat has been strengthened by the appointment of a marine pollution adviser who can also assist in the activities of technical cooperation.

Problems on which developing countries are likely to need assistance include implementation of the 1969 Amendments and 1973 Convention, particularly with regard to the provision of reception facilities; contingency plans; methods of dealing with spillages; training of personnel; availability of equipment and dispersants; and prevention of maritime accidents, including traffic separation schemes and provision of navigation aids.

After a lengthy discussion of this matter the Committee concluded that it would be best if, during the next Session, a suitable forum could be made available in which representatives from governments seeking advice on the one hand and experts from countries which had experience and expertise on the other could exchange views.

(iii) Technical symposium on prevention of marine pollution from ships.

IAPH members will wish to know that the Symposium will be held in Acapulco, Mexico, from 22nd to 31st March, 1976 and that preparatory work is proceeding in accordance with an appropriate timetable.

The Committee noted with satisfaction that some 60 abstracts of the proposed papers had been submitted, and they covered a wide range of topics. The papers would be selected by the Organizing Committee at its next session (30 June–1 July 1975) and it would also formulate the programme of the Symposium. The official invitation would be sent to governments and organizations shortly after the session.

The Committee affirmed that the Symposium would be a significant contribution towards assisting all governments in ratifying and implementing the 1973 Convention and the widest participation would be most desirable. In this connexion, the Committee confirmed that the Symposium would be open to participation by representatives from governments, local authorities, institutions, industries and individuals, and their participation would be welcome.

(iv) Development of a standard method of identification of the source of discharged oil.

The problem of enforcement of Convention requirements is closely linked with methods of identifying the source of discharged oil; the Committee was appreciative, therefore, of the studies initiated in this regard by a number of countries. In particular, the "Tagging" system under study by Sweden had shown promising results in practice.

(v) Development of a comprehensive anti-pollution manual.

Every effort is being made to progress work on the three sections of the Manual on Pollution. It will not however become generally available before late 1976.

(vi) Next Session

The next session of the Committee is scheduled for 20–24 October 1975. In view of the limited time available to carry out necessary inter-sessional work, it has been agreed that the time of the Committee, at its next session, should be devoted to specific priority items which should be discussed by ad hoc working groups. A tentative outline of the programme to be followed is:

Monday, 20 October (Plenary meeting)

- Review of acceptances of the 1969 Amendments and the 1973 Convention
- Preliminary consideration on segregated ballast on existing tankers
- Review of replies to various enquiries

Tuesday, 21 October to Thursday 23 October (Meeting of ad hoc working groups)

- Technical assistance in the field of marine pollution
- Provision of reception facilities
- Oil discharge control and monitoring equipment
- Procedures and arrangements for the discharge of noxious liquid substances

Friday, 24 October (Plenary meeting)

- Sewage treatment plant for ships
- Consideration of reports of ad hoc working groups
- Future work programme and date of next session
- Consideration of the report of the Committee.

Singapore Resolution No. 7

Mr. John Lunch, Director-General, Port of London Authority and IAPH Liaison Officer with UNCTAD, recently informed to the Secretary General that he has arranged to translate the Resolution No. 7 which asks UNCTAD to draw to the attention of members of the Shipping Committee the need to simplify documentation for cargoes in world trade, into French and Spanish and send the necessary number of copies to UNCTAD for them to be distributed to the Committee on Shipping which will meet in November, this year.

Mr. Lunch also informed that he approached the UK Government Department of Trade and has arranged for the UK delegation to the Committee on Shipping to raise this matter at the next meeting. (TKD)

New Zealand Responds to IAPH Resolutions

Mr. R.E. Dawson, Chief Executive Officer of the Harbours Association of New Zealand (HANZ) wrote to the Secretary General of IAPH informing that the Singapore Resolutions No. 6–No. 9 were sent to Hon. Sir Basil Arthur, Bart., Minister of Transport in the form of the letter which we reproduce hereunder.

This action, Mr. Dawson says, has been taken in accordance with the IAPH's request to submit those resolutions to their national governmental bodies in the letter dated April 14th, 1975 addressed to the IAPH Board members, following discussion between New Zealand Members of IAPH and other members of the HANZ and summarises their views. (TKD)

Dear Sir Basil,

International Association of Ports and Harbors—Resolutions adopted at 1975 Conference

I have been requested to inform Government through you of the Association's views concerning four resolutions which were adopted at the 9th Conference of the International Association of Ports and Harbors held in Singapore in March 1975. Copies of the resolution are enclosed.

The Association's comments are as follows:

Resolution No. 6—Resolution Relating to Legal Protection of Ports and Navigable Waterways

In this resolution the important question in ensuring adequate protection against the consequences of a major shipping disaster within the waters under the control of a port authority are dealt with.

The preamble to the resolution sets out the considerations involved and the sentiments expressed in it are supported by the Association.

Sub-section (1) of the resolution makes the point that there should be full economic responsibility on the vessel subject to the availability of insurance which shall be not less than the equivalent of the full insurable value of the vessel.

Sub-section (2) refers to the 1957 Brussels Convention which imposes certain limitations which it seems logical should be reviewed. However, as New Zealand is not a signatory to the Convention and we have no knowledge of Government's intention concerning this, it is perhaps appropriate to enquire at this stage as to Government's attitudes.

Sub-section (3) states that vessels be required to produce satisfactory evidence of financial responsibility in a form acceptable to the port authority prior to the vessel being permitted to berth.

The Association considers that this is a desirable requirement particularly in view of the responsibilities which a Harbour Board would assume under Section 208—Removal of Wreck—of the Harbours Act. 1950.

Resolution No. 7—Resolution Endorsing the Simplification of Documentation for Cargo

This has been the subject of investigation in the United Kingdom by the Committee for the Simplification of International Trade Procedures (SITPRO) which in a report published in 1970 presented details of statutes on this subject and lists other organisations active in this field.

The New Zealand Customs Department is also engaged in the Simplification of International Documentation and Procedures and it is understood that a Mr. R. Lee of the Department is a full time member of the project which is known as SIDAP.

The Association considers that great benefit could accrue internationally if movement towards standardisation and simplification was promoted through the United Nations and for this reason it supports the I.A.P.H. resolution.

Resolution No. 8—Marking of Vessels with Bulbous Bows

This resolution arises from investigations which were made by I.A.P.H. in the year preceding Conference.

Concern has been expressed locally regarding possible danger to tugs working in the vicinity of a ship with a bulbous bow if the extent of the protrusion is not clearly indicated.

Marking is also desirable because it is necessary to exercise care when handling vessels with bulbous bows to avoid wharf structures and piling being damaged.

The Association accordingly supports the resolution.

Resolution No. 9—Regime of Foreign Vessels in Ports

Details of the U.S.S.R. proposals to I.M.C.O. are not available to us and it would be appreciated if Government could obtain a copy of the proposals and afford the Association an opportunity of commenting on them.

The Association would be grateful if you would have the foregoing comments considered.

Yours sincerely,
SECRETARY

Visitors

Mr. Malcom Summers, Commissioner, Maritime Industry, Commission of Inquiry, Canberra, Australia, accompanied by Mr. Wm. F. Meeske, Consultant to Australian Maritime Industry, Commission of Inquiry and by Mr. Ray C. Bolduan, Counsellor (Commercial), Australian Embassy in Tokyo, has visited the Head Office on August 25th, and was met by Mr. Toru Akiyama, Secretary-General Emeritus and Mr. Masatoshi Kinouchi, Deputy Secretary-General. Mr. Summers has been in Japan for the purpose of studying port administration system in Japan.

On August 26th, he visited the Ministry of Transport and was met by Mr. Kawasaki and Mr. Tanabe of the Bureau of Ports and Harbours. (rin)

Oceanborne Foreign Trade: Lifeblood of the Port

The Port Authority of NY & NJ

New York, June 26:—Every state in the continental United States ships exports via the new York-New Jersey Port to destinations across the seas; and oceanborne imports are routed through the bi-State Port to markets in every state in the continental United States, according to a comprehensive analysis of foreign trade origins and destinations published today by The Port Authority of New York and New Jersey.

Moreover, the bi-State Port is continuing to serve its historic role as the nation's primary gateway for seaborne general cargo foreign trade. The value of the Port's general cargo imports and exports is more than twice that of any other port. These are the conclusions of a 48-page Port Authority report entitled **Oceanborne Foreign Trade: Lifeblood of the Port**.

The analysis is predicated on data developed in 1970 by the Bureau of the Census of the United States Department

of Commerce in the first detailed authoritative survey of this nation's foreign trade origins and destinations inside this country. The survey included the modes of transportation used in moving foreign commerce between U.S. seaports and inland origins or destinations. The Port Authority used these data to produce for the first time a comprehensive picture of the Port's hinterland—that area within the nation where its exports are produced and where its imports are marketed.

The study, following census survey data, is confined to oceanborne general cargo foreign commerce handled through the Port. In 1974 this type of cargo, comprising high-value commodities, much of it packaged and handled both in container and conventional breakbulk vessels, reached its highest level in more than three decades, totaling 16,734,773 long tons, and maintaining the Port's top position in this important foreign trade.

The report on oceanborne foreign trade revealed that states as distant as Florida and California each dispatched received the equivalents of several shiploads of foreign trade through the New York-New Jersey Port during the survey year of 1970.

Distance Tables on Sale

A publication entitled "Distance Tables For World Shipping New Revised and Enlarged Edition, 1975", is now available in English at the Japan Shipping Exchange, Inc., Tokyo, Japan.

As many copies required may be ordered to the following address:

The Japan Shipping Exchange, Inc.

Mitsui 6 Gokan No. 8, Marunouchi, 2-chome,

Nihonbashi, Chuo-ku, Tokyo 103, Japan

The price is US\$12 (Twelve) excluding postage. The outline of this edition is as follows.

(A) Published in December, 1974.

(B) Features:

1. More than 500 major ports or harbours are mentioned as the catchword and indicator.
2. Sea route distances between this indicator port or harbour and those ports or harbours of loading or unloading are mentioned in nautical miles. When no direct, through distance is available, a Junction Point is indicated so that a total distance can be measured. When two sea routes or more are available, distances are mentioned by available Points, Straits and others.
3. Total number of the ports or harbours listed in the tables is about 1,100.
4. Speed Table, and Distance and Steaming Table are attached.
5. Maps are attached, which shows mainly those ports and harbours for loading and unloading of cargoes for and from Japan.

All Description are *in English*.

(C) Size: 6-6/8 in. x 4-1/8 in.

available binding in leather-style PVC cover.

(D) Text: 632pp.

Northeast Quarter is Major Source of Exports and Market for Imports

The Census data showed that the industrialized and densely populated metropolitan regions throughout the northeast quarter of the United States, including the Mid-West, are the sources of a major share of the bi-State Port's exports and also the markets for most of its imports. The populous New York and Newark Metropolitan Areas themselves were the destinations for large quantities of consumer and producer goods as well as for crude materials and liquid imports which were processed there before further distribution to inland markets.

The data on transportation demonstrated the roles of highway and rail transportation in moving high-value imports and exports to or from the nation's inland points to the Port. Inland waterway vessels moved quantities of the lower valued commodities exported or imported via the Port.

Foreign Trade is Port's Lifeblood

In serving as the nation's major gateway for oceanborne general cargo exports and imports for two centuries, the New York-New Jersey Port did not attain its preeminence by chance, the report notes. The States of New York and New Jersey have encouraged man-made improvements which have attracted trade to the Port, fully conscious of the fact that foreign trade is its lifeblood, and that servicing of that trade is the foundation of the Port's economy.

Among the steps taken by the States toward assuring the Port's continued preeminence was the creation of the Port Authority in 1921 as their joint agency for planning and developing the Port. The Authority's development and operation of modern marine terminals along the waterfronts of Newark, Elizabeth and Hoboken in New Jersey and in Brooklyn on the New York side of the Harbor has

been a vital factor in the bi-State Port's leading role in the handling of water-borne general cargo.

The report also cites assistance by the Port Authority's trade development offices overseas and in the United States to exporters, importers and others concerned with the movement of foreign trade, and its development of The World Trade Center bringing increased convenience, efficiency and economy to those engaged in negotiating and arranging vast volumes of foreign trade as significant factors in the Port's leadership.

Finally, the Port's foreign trade has supported its trade-related institutions such as international banking, freight forwarding, shipping enterprises, and export-import firms. Equally important, the Port's trade supplies the region's industry with its raw materials and its markets.

"Oceanborne Foreign Trade: Lifeblood of the Port," contains analyses of where the Port's imports and exports originate and are marketed. It also describes how the Port's foreign commerce moves inland, including a comprehensive survey of modes of transportation for both imports and exports at the Port. The report was prepared by the Foreign Trade Research and Analysis Section, Central Research and Statistics Division of the Port Authority's Planning and Development Department.

Copies of the report are being made available to maritime and port organizations, federal, state and municipal officials, planning and research agencies, libraries, trade and civic associations and others concerned with foreign trade developments of the bi-State region. Copies may be obtained, free of charge, from the Planning and Development Department, The Port Authority of New York and New Jersey, One World Trade Center, 72E, New York, New York 10048.

Additional Information

Oceanborne Foreign Trade: Lifeblood of the Port

I. Where the Port's Exports Originate

The Bureau of Census survey, taken a quarter of a century after World War II, demonstrated that the New York-New Jersey Port continues to serve as a leader in handling oceanborne export commodities.

In 1970, the year of the study, a total of 5,891,304 long tons of general cargo was exported by ship through the Port. The average value per ton of this cargo was \$1,236, almost twice the average value of the next United States port in this category.

The report showed a broad diversity of exports during the survey year, with crude materials, 2,072,510 long tons; manufactured goods, 1,161,919 tons; machinery and transport equipment, 974,639 tons; and chemicals, 939,079 tons, being the Port's leading exports.

Most of the Port's exports of high value goods originated outside of New York and New Jersey. For example, almost 80% of the Port's exports of machinery and transport equipment, which had an average value of \$3,544 per long ton in 1970, were transported considerable distances to the Port.

The export survey data demonstrated the advantages of the New York-New Jersey Port for handling higher-value goods which require highly skilled labor, precise paper work, modern piers and containershipping facilities, plus frequent ship sailings to all overseas ports. In 1970, a total of 2,536,342 long tons of the Port's outbound ocean cargoes originated more than 50 miles from its piers, with

the major part of these exports being of high value United States products.

The extent of the Port's hinterland is shown by the fact that 91,246 long tons of cargo moved more than 1,500 miles in order to be shipped overseas from the bi-State Port. This cargo either was carried overland by rail or truck all the way across the continent, or shipped by domestic ship routes for transshipment at the Port to foreign destinations.

The nearness of the Port was a sharp attraction to exports from its immediate hinterland, one of the world's most populous and productive regions. It was not surprising that 2,318,578 long tons of the Port's exports in 1970—39% of its total exports—originated less than 25 miles from its piers and that another 512,352 tons came from the 25-50 mile distant belt from its waterfront.

The report also examined the origin of exports by states, with every state in the continental United States represented in the exports handled through the Port. The importance of the Port as an outlet by sea for exports from distant states is due to a variety of causes; most important of which is its nearness to Europe and to South America, top markets for the nation's industrial and agricultural products. But facility of inland transportation, efficient cargo handling and frequency of ship sailings also contribute to the Port's pre-eminence.

As expected, the states closest to the Port were the sources of a major part of its export volume since the Port is located in the heart of the nation's industrial northeast quadrant. Thus New York and New Jersey were the sources for 1,921,727 and 1,494,700 long tons respectively of exports through the Port during the survey year. Another Mid-Atlantic state, Pennsylvania, ranked third as a source of exports with 367,776 long tons.

But distant states also made very sizable contributions to this export volume, with California, Texas and Florida ranking within the top states as origins of the Port's exports.

More than two-thirds of the exports handled in the Port during the survey year originated in metropolitan areas, amounting to 4,045,172 long tons. This contrasted with 1,322,100 tons from non-metropolitan areas and 524,032 tons listed either as unknown or from origins outside the U.S. for transshipment to other foreign destinations.

The New York Metropolitan Region—New York City plus Nassau County and parts of Westchester and Suffolk Counties—easily ranked first among metropolitan area origins of the Port's outbound foreign commerce, accounting for 1,316,163 long tons. The Newark Metropolitan Region, including the New Jersey counties near that city, was the second leading metropolitan area source of exports with 1,118,383 long tons.

II. Where the Port's Exports are Marketed

The New York-New Jersey Port's two leading foreign markets for its exports are northern and central Europe and the Far East, the two major industrial trading partners of the United States. In 1970, each of the two markets accounted for about 1.5 million long tons of the Port's exports.

Mediterranean nations comprised the market for 1,035,145 long tons of United States exports from the bi-State Port in 1970.

About 800,000 long tons of United States oceanborne exports were shipped through the New York-New Jersey Port to markets in South America. The Port's seaborne

export trade with North American countries, which included Canada, Mexico, Central America and the Caribbean Islands, totaled about 400,000 long tons.

Exports from the New York-New Jersey Port to Australia, the Pacific Islands, India and other nations of Asia not included in the Far East, totaled 458,100 long tons.

African nations not included in the Mediterranean sector purchased 203,571 long tons of United States oceanborne exports that were shipped via the bi-State Port.

III. Where the Port's Imports are Marketed

As the nation's principal gateway for its oceanborne foreign commerce, the New York-New Jersey Port has traditionally handled more general cargo imports than exports. During the survey year the Port's general cargo import volumes reached 8.6 million long tons valued at almost \$8 billion. These imports were distributed immediately or ultimately to markets in every part of the United States.

Since the New York-New Jersey Metropolitan Region is a leading center of manufacturing, one of the world's largest consumer markets, and a major distribution center of retail goods for inland areas, not surprisingly almost five million tons of the Port's oceanborne general cargo imports were consigned to destinations within 25 miles of its piers. Some two million tons of those imports consisted of commodities that would undergo further processing by industry in the Port District, and the District was the destination for almost three million tons of consumer goods imports.

The bi-State Port served as a gateway for more than 2.5 million long tons of imports that went directly from its waterfront to more distant markets. The populous zones lying immediately outside the District—between 25 and 50 miles from the Port's waterfront—were the destination of 515,807 long tons of its imports.

The strength of the Port as a gateway for the nation's import as well as export commerce was demonstrated by the fact that almost 140,000 long tons were transported to inland destinations beyond 1,000 miles from the Port.

The report showed that four major commodity groups constituted almost 75% of the oceanborne general cargo imports that moved into the United States through the New York-New Jersey Port during 1970. These were manufactured goods, 3,069,910 long tons; food and live animal imports, 1,855,143 tons; crude materials, 1,342,102 tons; and machinery and transportation equipment, 754,890 tons.

Analysis of the Census data showed that oceanborne general cargo imports were shipped via the bi-State Port to every state in the continental United States.

New York and New Jersey were the two leading destination states, accounting for 3,407,453 and 2,416,600 long tons of imports respectively. Massachusetts and Pennsylvania ranked third and fourth as markets for oceanborne imports shipped via the bi-State Port, receiving 202,824 and 198,754 long tons, respectively. 198,754 long tons, respectively.

The Mid-West was also an important market for imports, with leading state destinations being Illinois, Ohio, Michigan, and Wisconsin in that ranking. However, states as distant as Florida, Texas and California ranked among the Port's leading 20 state destinations for its imports.

About 6.5 million long tons, or 80% of oceanborne general cargo imports unloaded at the New York-New

Jersey Port were consigned to metropolitan areas within the United States. The New York Metropolitan Region, with 3,040,662 tons and Newark and adjacent New Jersey urban centers, with 2,288,222 long tons of the Port's inbound general cargo foreign trade were first and second among these metropolitan areas.

IV. Where the Port's Imports Originate

During the survey year of 1970, the ranking for the Port's import general cargo origin was as follows:

Northern Europe, 2,882,200 long tons.

Far East, 1,350,000 long tons.

North America, from Canada to the Central American Republics, 1,234,000 long tons.

Mediterranean nations, 1,043,200 long tons.

India, Australia, the Pacific Islands and other Asian nations not included in the Far East, 834,500 long tons.

South America, 809,800 long tons.

Africa, 402,200 long tons.

Analysis of the inland markets for the Port's imports showed that somewhat more than half of the Port's inbound commerce from each of the foreign areas went to destinations within 50 miles of the waterfront.

V. How the Port's Foreign Commerce Moves Inland

In its historic survey, the Bureau of the Census for the first time gathered detailed data on how imports and exports are transported between the nation's ports and inland origins and destinations. From its analysis of these data, the picture that emerged for the bi-State Port's general cargo trade showed trucking is by far the major mode of inland transportation.

In 1970, the survey year, trucks performed the main haul for 9,691,520 long tons between piers and inland origins or destinations. Railroads hauled 2,355,319 tons of this seaborne commerce, while domestic water carriers such as barges, scows and ships carried 1,203,588 tons.

The Census data showed that the main haul for 59.8% of the exports, 3,523,000 long tons, was by highway while 27.2%, 1,602,435 tons, were hauled by rail and 10.7%, 630,370 tons, by water.

For imports, trucks hauled 72.1%, 6,168,520 long tons from piers to consignees. The rail share was 8.8%, 752,885 tons, while water transportation carried 6.7%, 573,219 tons.

Other means of transport—air, parcel post, pipelines and direct transfer between source and ship—were negligible factors in export movement but delivered 12.3% of the Port's imports, 1,060,883 long tons from ship to destination point.

Trucks carried the lion's share of the Port's export trade from origins closest to the piers and also from sources farthest from the harbor. Railroad usage was strongest from export sources located between 500 and 1,500 miles from the Port.

Importers of foreign commodities through the New York-New Jersey Port overwhelmingly preferred trucking for delivery of their cargoes from shipside to inland destinations, with the overall rate of highway use to rails for the inland haul being 8 to 1 for imports, compared to 2 to 1 for exports.

Containers-actualités

Paris (extracts from Containers actualités Special Export 75):—

"Paris-Terminal"

For several years now we have had occasion to furnish information relative to the Gennevilliers Container Centre, its facilities, its successive expansions, its resources and its prospects.

Established by the Paris Chamber of Commerce and Industry on land belonging to the Autonomous Port of Paris, this centre is a hub for containers used for imports into and for exports from the large Paris area, with its substantial needs and resources, and the many points in France in which this modern transport technique is in regular use.

Because of its eminent geographical location, the amount of available space, the exceptional service provided by three internal container-routing means—water, rail and road—and the structures with which it is provided by the two public agencies involved, the Gennevilliers centre is experiencing traffic increases from year to year on such a scale that expansion thereof is a matter of urgency.

Business being done at year-end 1974 was at the level of nearly 2,000 units (20' average capacity) of the fleet on hand and 3,000 in and out movements per month! Which means that all of the facilities up to actual use of the containers must be rethought a new on a larger scale.

Despite the recent layout of 15,000 additional square metres, the construction of a second office building, the purchase of a new 40-ton LMV front-loader fork lift for handling of loaded containers, the tonnage of which has doubled in the past year, a restructuring was thus called for.

After an in-depth study by world specialists in the design, outfitting and organization of a terminal, the officials of the Autonomous Port of Paris and of the Chamber of Commerce and Industry of Paris accordingly designed will then provide all of the incoming, outgoing and Economic Interest Association, which has been operational since January 1, 1975.

Under this explicit new name and in this greatly expanded framework, the Gennevilliers Container Centre is thus in process of dispersal.

Located to the west of basin No. 1 of the Port, the area which is set aside for it exclusively is being enlarged from 10 to 25 hectares and is one of the few sites capable of filling the foreseeable expansion requirements.

This year there will begin the infrastructural work and the layout of 20,000 square metres of modern sheds and of a repair shop on a suitable plot with all necessary services.

A new wide-outreach transporter crane now being designed will then provide all of the incoming, outgoing and transshipment handling with the desirable efficiency and speed, whatever the means of transport used.

In keeping with this over-all plan and with the prospect of greatly increased traffic which the new facilities will handle, the project for a river container transport line between Paris and Le Havre, with all of the guarantees of regularity, reliability and competitiveness, takes on new

meaning.

This is thus truly a major project, on the scale of France's capital and of the advantages of containerisation, which "PARIS-TERMINAL" is placing at the disposal of all!

Complimentary News

ROUEN

The Port of Rouen's geographical situation is specific and explains its development: in effect the ship goes up 120 km of inland waterway and this allows economy of cost for goods over the corresponding overland haul. The value of this situation lies in the presence at the gates of Rouen of the most important French market—the Paris area (a third of the national wealth). With an eye to economy, there is therefore a tendency to send goods through the nearest port: Rouen.

As for the ship, the abundance of freight offered by the Port of Rouen compensates for the necessity of having to come up the Seine. Moreover, the balance between imports and exports of general or bulk goods guarantees return freight for the ships. The absence of locks in the channel as well as in the river and the port, allows the ship to reach its quay without any extra waiting time. In short, despite the 6 hours sailing time between Rouen and the open sea, the ship loses very little time in calling at Rouen.

In order to fulfil its role as an estuary port, Rouen, in common with other ports of this type, has been induced to solve two problems:

Accessibility: Since the opening in 1960 of the new channel in the estuary, Rouen now benefits from perfectly controlled access. In order to accommodate larger ships, port access remains the object of improvement works.

Safety: Thanks to a very complete network of navigational aids, and the recognised competence of the Pilots, the Seine is considered by insurance companies as the safest river in Europe. Various innovations (notably radar) will allow even more scope for increasing this safety.

BORDEAUX

To-morrow at Le Verdon

The container ro/ro terminal at Le Verdon is under construction. It will be operational next year. We thought it would be interesting to discuss the subject with Mr. Pierre Debayles, managing director of the Port of Bordeaux authority, a year before the opening of this very important installation.

Question: In a years time, the terminal at Le Verdon will be operational. Actually, at what stage is it now?

Mr. Debayles: Everything is running according to plan and the work is progressing as scheduled. To date, several gabions are already completed and filled, whilst the reclamation of land which is to be the port zone has already started.

Question: There is already a container berth at Bassens. Why build another one at Le Verdon?

Mr. Debayles: The berth at Bassens has already been in use for several years and has recently been modernised with the

(Continued on Page 16)

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Marseilles/Fos— "EUROPORT SOUTH"

The monthly magazine of the Port of Marseilles Authority May 1975

Gateway to the Orient, an ancient image, to which once Marseilles laid claim, as the caravanserai of French overseas possessions, protected by the privilege of flag. 1975: EUROPORT SOUTH is now international; container-ships to five continents, long-haul bulk carriers, FOS and its heavy industry, the hinterland industry connected by the Rhone, the motorways, the rail links and the pipe-lines, all add up to this proud title.

It is as of now, that this great port, transformed and modernised, has really become the "Gateway to the Orient". The Mediterranean has become the centre of an economic explosion, where the contracts to supply meet. One is far, yes, from the old days of colonial exchange, but Marseilles-Fos is benefitting from this new economic wind.

What are the needs of international shipping? Above all, a large port equipped to deal with Ro-Ro; a sea without tide, a port without fog, and a harbour equipped and ready for the techniques of today and tomorrow.

The consignor is assured, whatever the destination, of a daily departure: Near-East, the Levant, the Balkans, and North Africa are served by more than 50 ships of Ro-Ro

type, as well as by 5 Lines of container-ships. 20 Ro-Ro berths are in service at Marseilles and Port Saint-Louis du Rhône; three new ones are to be built at Port Saint-Louis du Rhone, specifically designed for very heavy unit loads, arriving by river from the hinterland.

It is no secret to anybody that only container-ships or Ro-Ro vessels can discharge (and load) quickly in the saturated harbours of the Mediterranean Basin.

The Marseilles hinterland has vastly expanded, over the past few months, to the North and to the East: the "land-bridge" to England, the motorways to all of France, the frequent and increasing exchanges with Germany and Switzerland, are proof that Marseilles is THE port for Mediterranean destinations by ro-ro.

"Gateway to the Orient"

"Centres of life" and services at Fos; realities and plans

A lot has been said and written about the Industrial Zone of Fos, which is owned, developed and operated by the Port of Marseilles Authority the area of the Zone, at present, is 7,300 ha., of which 4,500 ha. has already been rented to industry. 60 firms are working there, 10 to which are of international standing; 8,800 jobs have, so far, been created. By the end of the VIIth. National Plan, this figure should increase to 12,000; by 1985, the forecast is 30 to

(Continued from Page 14)

addition of a third crane of 15/24 tons and the extension of the stock yard. The equipment at this berth is destined to maintain the maximum traffic at Bordeaux until the Verdon terminal becomes operational. In fact, modern specialized vessels, adapted for container and ro/ro handling, require sea-ports. Now Bassens is a long way from the sea for these large containerships and vast ro/ro vessels.

Question: Because there will also be ro/ros at Le Verdon.

Mr. Debayles: Of course! These exceptional vessels such as the large ro/ros of the Scanaustral shipping company will have a special installation at Le Verdon from 1976.

Question: Does that mean that Bassens will become obsolete?

Mr. Debayles: No! There is a container berth at Bassens. It will remain for the present. Of course the large container-ships will go to Le Verdon, but it is not utopic to think of <<feeders>> using the Bassens installations, barring that the evolution in traffic ultimately requires further modernization.

Question: Those at Le Verdon will have notable characteristics?

Mr. Debayles: Notable they will be, since when they become operational, Le Verdon will be the 4th. terminal of this size in France and the only one on the Atlantic Seaboard. Right from the start it is to have a container gantry crane for handling containers. This terminal is absolutely indispensable, not only for keeping the present traffic, but also for acquiring new traffic.

Question: Because a traffic potential exists in the port's hinterland?

Mr. Debayles: Yes! And all market research surveys completed by the Sales and Marketing Department prove it. This potential applies as much to imports as to exports to the various parts of the world.

Question: Are the shipping lines interested in this new terminal?

Mr. Debayles: We have a number of contacts with a number of lines both European and American and I can assure you that they have shown the greatest of interest in the terminal at Le Verdon.

Question: The operation of such a berth must pose a number of problems for you?

Mr. Debayles: How could you doubt it, such a container terminal is a completely new element on the field of operations. We are working with the users in a study group to determine the best arrangements and the best equipment for the stock yard. We also visit terminals which are already functioning to get all the useful information on their ways of operating. I should like, moreover, to stress here the excellent work of all our users (shipping agents, stevedores, forwarding agents), who have so thoroughly supported this operation, as well as the dockers and crane drivers from Bordeaux, whose highly skilled capabilities are well known. Question: They support you because Le Verdon is a <<gamble>>?

Mr. Debayles: Yes! Le Verdon is a gamble, but a safe bet. You must know that one does not lay out such investments without first checking the form. At last, Aquitaine has become aware of its importance. The importers-exporters of the South West want and are waiting for Le Verdon.

40,000.

Such an industrial "event", bounded by a line 15 km. long from East to West, has pockets of urban agglomeration which require "Centres of Life" to group the various services necessary to the economic life of industry deployed and the well-being of its personnel. The overall concept is of a principal "Centre of Life", covering the administrative services and private interests, together with secondary units nearby the centres of activity, such as port terminals, etc.

THE PRINCIPAL "CENTRE OF LIFE" AT LA FOSSETTE: A REALITY AS OF NOW

Situated at the N.E. limit of the existing Industrial Zone, the "Centre of Life" covers an urban area of about 30 ha. It is the centre of activity for the whole Zone and consists of:

- Privately operated services for industry: that is, banks, agencies, secondary services of a technical or commercial nature, all contained in an office block of 4,000 m². This first stage is already in service.
- Privately operated services for people: that is, restaurants, hotels and services to services noted above. These already operate in an area of 5,000 m² and can expand to 15,000 m² if required.
- General services: that is, branch offices of the port of Marseilles Authority, an Information Centre, a visitor's Reception Centre, Fire Prevention Service, and others; here, too, there is room for expansion.

There has always been human activity here, for this area was part of the Mas of La Fossette. The farm buildings, including the sheepfold, have been retained and integrated into the architectural whole.

A visitor is shaken to find such fertile land in the middle of the desert of the Crau; the trees, the grass, and the fine cypress hedges give comfort to the eyes after the stark realities of the plain.

The Centre is grouped round a vast central building, designed as a meeting place. To the South, an hotel of 93 bedrooms, with flower garden and swimming pool. To the North, a three-storey office building, in which are housed the Services, noted above. To the West is planned a restaurant, some villas for private use, together with a Signal-Tower. To the East, the barracks of the Fire Prevention Service (les Marins-Pompiers de Marseille), and the Information Centre.

This Information Centre, in the form of a double hexagon, includes a hall for displays, either permanent or temporary, of the activities in the Zone; it also includes a cinema and a lecture theatre. A hostess will be in attendance to welcome visitors, from the end of May.

SERVICES TO THE ZONE: AN ECONOMIC AND SOCIAL NECESSITY

A visitor is overwhelmed by the distances involved and the size of Fos, and may well miss the very many small firms offering specialised service, dotted about the Zone.

A double Service Station is working on the RN 568, near La Feuillane; a restaurant has opened at the roundabout du Relais, at the entry to the central mole; another, at the Container Terminal on Dock 2, and a third, at the southern end of the central mole, at the Mineral Quay, together with some offices for maritime users.

But the Zone is growing. So is the volume of road traffic. 40% of the containers travel by road; a good part of SOLMER's output (5 million tonnes/yr.), a lot of the

special steels manufactured (600,000 T/yr.), and the whole of I.C.I.'s production (75,000 T/yr. of polyethylene). Further, housing projects in the area require transport of materials by road.

A Centre for road hauliers will be built at Le Ventillon. Le Ventillon is at the N.E. side of the Industrial Zone, and is at the intersection of the main road axes, Marseilles-Fos Fos-Istres, and Fos-Arles.

The first phase will consist of a lorry park—with plenty of room for expansion—together with fuel pumps, a lorry-repair workshop, an hotel-restaurant and an office concerned with freight distribution.

These "Centres of Life" at La Fossette and Le Ventillon will become more and more important as the activities in the Industrial Zone, and in the vicinity, increase. Industry is people; and people have a right to a way of life attuned to the century in which they live.

More News

A WATERWAY BETWEEN THE NORTH SEA AND THE MEDITERRANEAN

On the 24th. of March, a conference on this subject was held. The Chairman was M. Pierre SUDREAU, President of the Association, together with M. Gaston DEFEERRE, Député-Maire of Marseilles, M. Jacques DEGUIGNES, President of the Marseilles Chamber of Commerce, M. Pierre BLUM, President of the Port of Marseilles Authority, as well as representatives of the 8 regions concerned, and other important people involved in the industrial and economic life of France.

After a statement of the present position, in terms of the work already completed or in hand, the regional representatives decided to form an interregional committee to finance, to the limit of their resources, part of the cost of this project. This financial involvement will allow firm decisions to be made with regard to the work to be carried out in 1976; for no-one can ignore the importance of the creation of a water link between the Rhone and the Rhine, nor that between the Rhine, the Main and the Danube—expected to be completed in 1982—on the economy of France in general, and on the regions bordering these rivers.

PROVISIONAL FIGURES FOR TRADE FROM PROVENCE—COTE D'AZUR FOR 1974

Exports 10.8 thousand million francs.

Imports 24.6 thousand million francs.

THE SUEZ CANAL

The canal will be open to the passage of ships, from the 15th. of May. Deepening and widening will start at the beginning of June, without interfering with the traffic.

The Port of Marseilles Authority will give a great welcome to the first vessel to make this historic passage.

WHY NOT VISIT THE PORT OF MARSEILLES AUTHORITY

It's very simple. Write or ring up the Service des Relations Publiques. Madame ASSAEL will suggest a programme and a time.

Groups are welcomed, and particularly scholars from high schools. Visit either the Docks of Marseilles or the Industrial Zone of Fos, or both.

The telephone number is:

(91) 91.90.66—Extension 434.

British Transport Docks Board Annual Report 1974

Surplus £12.1 million; Improvement despite difficulties

London, 29 May 1975 (British Transport Docks Board):
—The British Transport Docks Board improved its financial performance in 1974 with a surplus of £12.1 million and a return on capital of 7.8 per cent, despite adverse economic conditions. Total traffic dealt with by the Board's 19 ports was 84.8 million tonnes.

The Docks Board's annual report for 1974, published today (Thursday 29th May) reveals that the surplus was £423,000 higher than the record 1973 figure.

Interest payments for the year were £7.0 million (1973: £6.9 million) and, based on movements in the retail price index, an increased amount of nearly £3 million (1973: £2.0 million) was transferred to reserve to cover replacement cost depreciation. The net surplus after replacement cost depreciation (before deferred tax) was £1.5 million (1973: £3.3 million).

In his statement the Docks Board's chairman, Sir Humphrey Browne, recalls the problems faced by the oil, coal and steel industries, and the 3-day working week, all of which had the effect of depressing the level of traffics. It was gratifying, however, Sir Humphrey states, that the Board's improved share of total UK seaborne trade by value had been maintained and that further growth in their share of export trade was achieved.

Describing the Board's return on capital of 7.8 per cent as "slightly better than in 1973", Sir Humphrey says that "there is no doubt that a better result would have been obtained if the national economy had been more buoyant."

The port of Southampton remained profitable; the Humber ports again achieved a net surplus; and in the light of the serious problems associated with the coal and steel industries, the South Wales ports did well to produce a surplus of over £500,000, although this was half that achieved in 1972 and 1973.

TRADE

The total tonnage of goods passing through the Board's ports in 1974—at 84.8 million tonnes—was nearly five million tonnes lower than the record set in 1973, but this was more than accounted for by a 5.5 million-tonne fall in oil traffics. Trade in general cargoes, on the other hand, increased overall by 450,000 tonnes to stand at almost 17 million tonnes, largely as a result of the further growth in unit load traffics on roll-on/roll-off and lift-on/lift-off container services, which rose from 7.2 to 7.6 million tonnes. There was a 10 per cent fall in timber imports, to 1.7 million tonnes, but ore import tonnages showed a marginal improvement to reach 11.4 million tonnes.

PORT DEVELOPMENT

The Report states that capital investment by the Docks Board during 1974 totalled £8.7 million and was largely financed out of the Board's own cash flow, without recourse to external borrowing.



Sir Humphrey Browne

During the year the Board formulated plans for a further extension of the Southampton Container Port. The additional container capacity, due to become operational in 1977, will be utilised by ships serving the South African container trade, for which Southampton has been chosen as the UK port of call. The Docks Board chairman records that "it is a source of particular satisfaction to us that this new traffic has been won for Southampton in the face of very keen competition."

Work progressed on the £900,000 scheme to transfer the Hull fishing industry from St. Andrew's Dock to Albert and Wm. Wright Docks, and the major redevelopment of roll-on/roll-off facilities at Hull's King George Dock was completed. This development was inaugurated by HRH The Princess Margaret on 30th October and named The Princess Margaret Terminal.

At Grimsby work proceeded on the provision of a car import terminal, including the widening of Union Dock Cutting, and on the modernisation of the fish docks; at Immingham plans for expansion of the passenger/freight roll-on/roll-off terminal were announced in July.

In South Wales, developments included the conversion of a transit shed at Cardiff into a cool store for the handling of fruit. At Fleetwood work continued on the modernisation of fish dock facilities and on the provision of a roll-on/roll-off terminal for a new service to Ireland.

FINANCIAL OBJECTIVE

Commenting on the Board's financial objective, Sir Humphrey says that "the rate of return achieved by the Docks Board has shown a marked improvement in recent years, but it is evident that in present day conditions neither the actual rate of return nor the target of 9 per cent are any longer adequate."

"This is a subject which the Government will doubtless discuss with the Board before the present target period expires. Meanwhile, for corporate planning purposes, the

(Continued on Next Page Bottom)

Developments at CTA-Westhaven, Amsterdam

Amsterdam ("Haven Amsterdam" May, 1975):—Over the years, any observer of a port can discern the changes and trends which affect traffic sharply. In this issue, the lead article is a discussion of the developments at CTA by one Amsterdam observer and a number of short stories about recent developments, some of which may affect traffic in the future.

Hein Pekelharing, who has been a student of the Port of Amsterdam for a number of years: first working with Koninklijke Hollandsche Lloyd; most recently he has joined the staff of the Amsterdam Port Association.

His knowledge of the shipping world and the people in it brings a fresh perspective to the Association.

Whenever shipping people congregate—and Amsterdam recently played host to the annual meeting of the National Defense Transportation Association—talk inevitably gets around to business. The many recent developments in the Port of Amsterdam were discussed and inspected and the increased diversification of Amsterdam is a plus point which we feel will help attract more traffic in the coming years.

The container has been called the biggest development in packaging since the paper bag and, indeed, containerization has revolutionized shipping on the North Atlantic and is making progress on other major shipping routes.

In 1966, most of the general cargo carriers on the North Atlantic had to make a decision whether or not to adopt this then-revolutionary shipping method. Port managements and stevedoring firms had to make fast decisions at the same time and keep a close eye on developments.

Amsterdam and American Export Lines discovered each other in those memorable days. The Amsterdam municipal

Board are aiming to achieve an increase in the rate of return each year and also to maintain the basis of self-financing which has obtained since the second half of 1972."

PORT SUBSIDIES

On the question of subsidies Sir Humphrey states categorically: "The Board are firmly against the concept of port subsidies, because we believe that they would weaken managerial efficiency, would distort port finances, and would present one more drain on the national exchequer."

FUTURE PROSPECTS

"Within a context of competition, the Board are confident that their ports will continue to prosper," Sir Humphrey says. "The Board's policy is to combine strong financial control from the centre with maximum local operational freedom so that local management may exercise initiative and respond quickly and flexibly both to local conditions and to new trade opportunities. This philosophy has undoubtedly helped our ports to win an increasing share of UK seaborne trade, as they have done in recent years. In this connection, I should once again like to thank the Board's employees for the contribution they have made to the results achieved in 1974."

port management offered a fine piece of land to the newly-formed Container Terminal Amsterdam—CTA, then a joint venture of a number of stevedoring and transport firms. Work started immediately to make this land ready to receive the very first container vessels. These were vessels which had been rapidly converted from bulk carriers into cellular container ships.

In the next 9 years, general cargo on the North Atlantic was almost completely handled by containers and other trades soon started to follow suit. What this meant to the individual shipping companies need not be emphasised, but the landside organisations also were forced to perform complete switches in order to be in a position to receive the newly-adapted seagoing traffic.

Amsterdam had experienced a few setbacks brought on by a series of mergers in the shipping world. Several of these mergers were forced by the newly-introduced—and expensive—containerization system. The system affected both carriers and stevedores.

Amsterdam's trump card was to have space and lots of it. The container terminal soon attracted other traffic because of the extensive facilities on its premises: gantry cranes, spacious sheds, multi-purpose cranes and a handy ro-ro berth which can work fast in the tide-free port basin.

Amsterdam is, of course, situated 60 kilometres North of the world's busiest port and since many of the big container consortia chose Rotterdam as a base of operations in Western Europe, Amsterdam's container terminal was also receiving boxes on an Amsterdam bill-of-lading via the road from Rotterdam.

American Export Lines started calling on a weekly basis from the very beginning; at first with converted bulk carriers which were provided with their own cranes—later with third generation purposebuilt vessels.

These later vessels required gantry cranes at the terminal which meant enormous investments. The newly-formed CTA worked only with private capital and it took perhaps a bit too long to attract the vessels of other companies which meanwhile began to operate on a worldwide scale.

The cranes were eventually installed, but in the meantime, containerization had made such headway that some shipping lines stopped operations, while others merged into big new units.

These chose Rotterdam as base port and Amsterdam seemed too close to its big brother to warrant heavy new investments.

The spacious and well-equipped terminal in the Western ports area of Amsterdam gradually became known as the ideal handling point for semi-bulk parcels which could be handled by container cranes much faster than other stevedoring plants which also had less space for the storage of large parcels of steel, timber, cellulose, caravans and even cars.

The Japanese/Norwegian auto carriers took a look at CTA (now a full subsidiary of Amsterdam's KNSM Group and re-named Combined Terminals Amsterdam) and began to use it. Hoegh Ugland Auto Liners signed a contract with

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Port of Trieste, Italy

The Autonomous Authority of the Port of Trieste

Trieste, Italy:—The Port of Trieste situated at the northernmost point of the Adriatic Sea, almost in the heart of Europe, is a meeting place for important international trade routes. That it continues to carry on its natural and traditional function of serving merchant trade between the great productive quadrilateral of central Europe and overseas countries is confirmed by the fact that about 90% of its total import-export trade consists of goods in transit from one foreign country to another.

The development of the port of Trieste largely coincided with the opening of the Suez Canal, because Europe found in Trieste its natural gateway to the Orient. Today, even more than in the past, Trieste can become, thanks to its particular geographical position, the focal point of trade between great economic entities: industrialized Europe, Asian countries which possess enormous and only partially tapped resources, and third world countries, rich in raw materials, which are only now beginning to be economically and technically organized. Thus for the port of Trieste the re-opening of the Suez Canal means a sure increase in both traditional and specialized kinds of port traffic, since ships using the Suez Canal en route from Trieste to the Far East save over 2,000 miles with respect to the ports of Northern Europe.

The Autonomous Authority of the Port of Trieste has already planned an «after-Suez» strategy, which provides, in particular, for the development of the port's equipment for handling specialized traffic. Ever-increasing mechaniza-

CTA which meant that all Datsun autos destined for Europe moved through CTA. As the large car carriers have between 2,000 and 3,000 autos aboard speed is of the essence in discharging.

Several months ago, the new container consortium, CAROL, formed by British, West German, French and Dutch lines, opted for Amsterdam as their base port in Holland when their services between Northwest Europe and the Caribbean are started next year. Nine years ago such a service would not even be dreamt of.

CTA has in the meantime been able to score some minor goals in attracting feeder container services and has developed into one of Europe's most diversified and interesting terminals. Its obvious strength is in the fact that it still has plenty of room for expansion and is only eight miles from the open sea.

The big locks at IJmuiden provide Amsterdam with a tide-free port. There is no stream or current from the locks all the way to the Rhine River. This fact had made Amsterdam attractive to the rapidly-developing Offshore Industry and CTA serves as a base for a growing number of these firms, who see a number of advantages in Amsterdam.

Thus containerization was the father of CTA; the baby had a hard youth, but is now rising Phoenix-like, opening new horizons for an old port with a bright future.

tion of the operations, the organization of the port labour-force, the use of new port facilities and equipment: all these things will make it possible for the port of Trieste to handle efficiently a greater volume of trade.

Container traffic is in rapid evolution in the port of Trieste. From the experimental beginnings in 1969, we have passed to a total movement of 5,000 units in 1971, almost 30,000 in 1974 and an estimated 150,000 units in 1974.

In 1972 the new container terminal, located on Pier VII, was inaugurated. When the work is completed, it will have a surface area of 230,000 square meters, designed exclusively for loading, unloading, handling and storing containers. The terminal includes a 650-meter-long dock, with a depth of 16 meters, is provided with connecting super-elevated railway lines and roads, and has a ramp projection for the mooring of ferry-boats with roll on/roll off service.

On the container terminal the following special modern equipment for container ships is already in use: three «portainers» with a capacity of 35 tons and a straddle of 36 meters, travelling cranes of 34, 80 and 140 tons, van carrier and side-fork trolleys, forklifts, trucks for roll-trailers and semitrailers. A shed of 5,000 sq.m. in area acts as a consolidation-center; a second shed of 10,000 sq.m. will be ready for use in a few months.

The new container terminal on Pier VII is already a point of reference for specialized traffic, not only that of the Mediterranean but especially that of the Far East and Australia.

DATA ON THE PORT OF TRIESTE

Geographic position: lat. 45° 39' N—long. 13° 48' E.

Tide: average range 0.78 meters.

Communications with the hinterland

Railway

lines: Trieste-Udine-Tarvisio-Villach-Salzburg-Munich;

lines: Trieste-Postumia-Ljubljana-Graz-Vienna-Budapest;

lines: Trieste-Gorizia-Jesenice-Villach-Linz-Prague;

lines: Trieste-Venice-Verona-Brennero/Milan-Chiasso.

Motorways:

Trieste-Venice/Trieste-Udine;

Udine-Tarvisio under construction.

Roads:

«E 7» Trieste-Udine-Tarvisio-Villach-Klagenfurt-Vienna-Prague-Warsaw;

«E 14» Trieste-Udine-Tarvisio-Salzburg, with branches for Munich-Stuttgart/Linz-Prague.

In the planning stage:

Udine-Monte Croce Carnico-Plöckenpass-Gailberg-Munich.

National and international airlines are served by the airport at Ronchi dei

Legionari, 32 km. from Trieste.

The port of Trieste is subdivided into the following sectors:

1. Commercial free port: three entrepôts (Old Entrepôt, New Entrepôt, Timber Quay) designed for the movement of goods from foreign countries to other foreign countries or Italy. Area 142 hectares, 13 km. of docks with a depth of up to 16 m, 70 km. of railway tracks, plants for replenishing ships' water supplies, telephone installations for connecting with the city network. 550,000 sq.m. of warehouses, grain and oil-seed silos, refrigerators for perishable and frozen goods, 130 quay cranes and discharging decks, floating cranes of 25 and

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Helsingborg attracting additional liner traffic

Port of Helsingborg

Helsingborg, Sweden, July 17:—Just after the second world war Helsingborg was considered mainly a ferry port with short-sea traffic as a speciality. It was evident, however, that the geographical position of the port would attract both short-sea and transocean traffic if facilities were available for modern cargo-handling. Since then step by step investments were made to establish the necessary equipment and resources for cargo to be shipped by the new generations of vessels of all types, may it be ships for general cargo, units or bulk shipments.

Early in the sixties a new harbour was being built, the South Harbour now containing a general cargo terminal, a Tanker Terminal and late in the sixties also the Skane Terminal—the sole completely equipped container harbour in South Sweden. Here all types of units are taken care of by LoLo and RoRo methods. Two ferry berths are also available, and there are 577 m of quays for LoLo vessels at a maximum water depth of 11.5 m. The container crane of single girder bridge type has a capacity of 45 tons, and there are a number of giant container vans for stacking and moving of units in the terminal, which has a total area of 151,000 sq.m.

In the North Harbour all short-sea ferry lines to Denmark and Germany are based. In addition there is a general cargo wharf called the Ocean Terminal perfectly fitted to take care of fresh and frozen food-stuff. Among

the many spacious sheds for general cargo there are also cold and reefer stores to provide for the best possible service in this field.

The project that has lately acquired great demands in investment costs is the construction of a completely new RoRo harbour named "Sundsterminen". 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 maximum water depth of 8.5 m. There will be two berths available for large ships and one auxiliary berth. Buildings for cargo and passenger handling are just now under construction, and the terminal will be directly connected with the railway goods station of the city and with the European highways of E4 and E6.

The regular transocean liner traffic is maintained by a row of well-known large shipping companies, such as Johnson Line, Transatlantic, Swedish Orient Line, C.N.A.N., Scandinavian West Africa Line, Scan-Lloyd, East Africa Line, Scandinavian Middle East Line, Eimskipafélag Islands, Atlantic Gulf Service and Seatrain. In the short-sea traffic a great number of companies are operating to the European continent and in particular to Great Britain and Finland. The most frequent services are of course operated to Denmark with an arrival and departure every four minute year in year out. Trave Line is running a service between Helsingborg and Travemünde/Lübeck on a three-calls-per-day basis at each end. Furthermore there are lines to other German ports such as Bremen, Bremerhaven and

150 tons, 500 minor pieces of equipment for handling goods in cargo units, terminal for containers and roll on/roll off ships. There are in the commercial port 1,600 stable employees of the Autonomous Port Authority, 1,850 dock workers, as well as the employees of forwarding-agents, shipping agents, and other services. In the entrepôts there are some specialized warehouses which are veritable centres for collecting, handling and forwarding the major goods that pass through Trieste's docks, such as coffee, cotton, and Mediterranean fruits and vegetables.

2. Industrial port: of dockyards for building and repairing ships, 4 drydocks (a «superdock» for ships of up to 250,000 GT is under construction), factories for making large ship engines, iron and steel works, glassworks, cement works, mechanical engineering industries, chemical and food-processing plants, mineral and vegetable oil refineries, etc. Some of these factories have their own wharves for loading and unloading raw materials and manufactured goods. These are recently established industries conceived in accordance with modern and advanced ideas. An «industrial entropôt» has been set up in the industrial zone to favour the processing and transforming of goods intended for foreign countries. At present 10,500 persons are employed in the zone.
3. Oil port: «Mineral oil entropôt» and terminal of the TAL transalpine oil pipeline. Annual capacity over 50 million tons. The pipeline connects regional refineries

directly with those of Bavaria and Austria. It has berths for tankers of up to 160,000 GT. A new dock for tankers of up to 200,000 GT is planned. The pipeline's tankfarm has a capacity of 2 million tons of crude.

Plans for development of the port

In view of the need to improve, within a short period of time, the main existing port equipment and complete the projects already undertaken, we have planned some important works which can be quickly carried out. They are part of a vast series of works for the complete modernization of the port and the expansion of its receiving capacity, in the framework of the planned regional port system between Trieste and Monfalcone.

The plan envisages the construction of a new landing place for ferry hands and a terminal for roll on/roll off traffic; the reorganization of the docks in the old Entrepôt and construction of new specialized warehouses; the replacement of the oldest quay cranes with modern ones of greater capacity; and the purchase of handling and stowage equipment. We are thus facing concretely the problem of developing the port structures on a large scale in the context of the entire regional coastline, so as to make even more attractive the naturally favourable position of the Regione Friuli-Venezia Giulia with regard to European trade, and develop the traditional function of the North Adriatic Sea as an ideal transit station between Central Europe and overseas countries, as well as for the European Economic Community.

PORTS IN SWEDEN

Traffic Volume 1974

A. All Cargoes incl. Fuels	Tons		
1. Gothenburg	27	339	000
2. Luleå	10	928	857*
3. Helsingborg	7	512	779
4. Stockholm	6	017	250
5. Trelleborg	5	009	560
6. Malmö	4	025	845
7. Norrköping	4	001	304
8. Gävle	3	946	523
9. Oxelösund	3	908	000□
10. Karlshamn	3	047	411

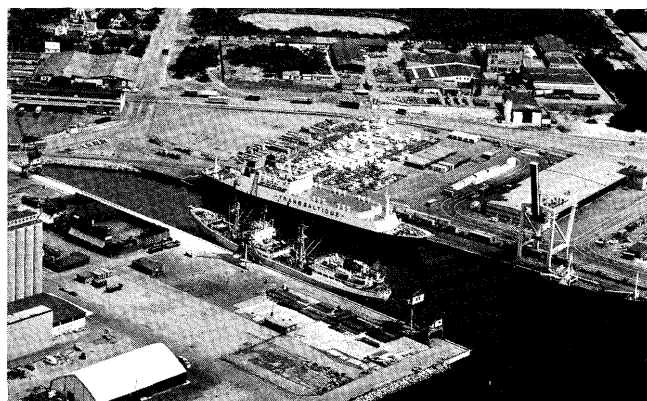
B. Dry Cargoes (General & Bulk)	Tons		
1. Luleå	10	001	048*
2. Gothenburg	7	056	000
3. Helsingborg	6	575	606
4. Trelleborg	4	929	307
5. Stockholm	3	643	100
6. Oxelösund	2	971	000□
7. Gävle	2	288	768
8. Malmö	2	092	070
9. Norrköping	1	724	724
10. Landskrona	1	498	759

C. Vehicles in RoRo Traffic (International)	Nos.		
1. Helsingborg	1	197	037
2. Gothenburg		546	251
3. Limhamn		373	329
4. Stockholm		198	950
5. Trelleborg		180	279
6. Landskrona		172	342
7. Ystad		110	265
8. Malmö		96	194
9. Norrtälje		79	865
10. Varberg		72	113

D. Passenger Traffic (International)	Nos.		
1. Helsingborg	15	084	062
2. Malmö	6	150	000
3. Stockholm	3	177	800
4. Gothenburg	2	996	153
5. Landskrona	2	710	354
6. Limhamn	2	498	400
7. Trelleborg		636	234
8. Ystad		387	000
9. Varberg		281	848
10. Strömstad		271	600

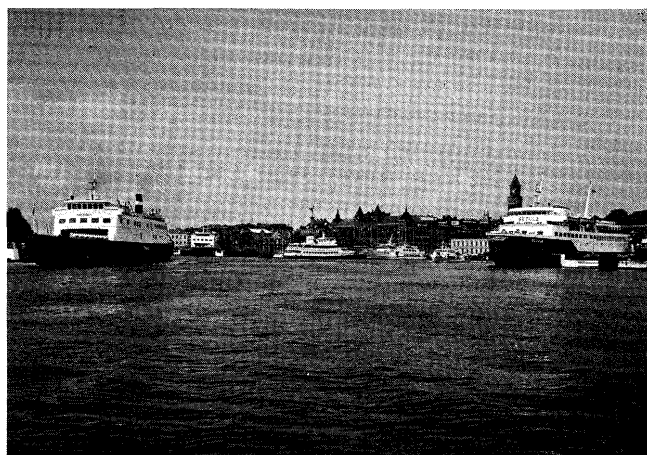
* of which iron ore in bulk 8 298 000

□ of which iron ore in bulk 2 807 000



PORT OF HELSINGBORG

Containers and other units are dominating the cargo turnover of the port. The picture shows part of the Skane Terminal—sole complete container harbour of South Sweden.



PORT OF HELSINGBORG

The ferry traffic is impressive with an arrival and departure every 4 minute by modern RoRo vessels carrying 15 millions passengers and 1 million vehicles annually.

connections with the whole of Sweden.

Port of Helsingborg is under continuous development. For the next three years the estimated investment requirements are some 50 million SwCrs to improve services and port equipment so as to accommodate an increasing number of vessels from Great Britain, Europe and the rest of the world.

Hamburg. To Finland Bore Steamship Co. operates twice weekly in both directions.

To Great Britain there are the following lines in regular service: Svea Line (Syd), Tor Line and EWL. These services are operated by container vessels and RoRo vessels to the following destinations: Felixstowe, Grimsby, Hull, Immingham, London and Shoreham. Especially noteworthy is the fact that the traffic to and from Great Britain lately has been concentrated to Helsingborg being the best possible centre in South Sweden for this kind of traffic thanks to suitable port installations and excellent road and rail

“ Seaway tolls should be dropped ”

Toronto, Ontario (Port of Toronto News, August-September, 1975):—All tolls on the St. Lawrence Seaway system should be abolished, the Premier of Ontario, William Davis, told a group of U.S. Great Lakes officials recently.

Premier Davis told members of the Great Lakes Commission at its semi-annual meeting in Toronto that the Ontario Government has protested strongly the very existence of tolls.

“We do not believe, nor shall we ever believe, that the Seaway system should have to carry burdens from which other modes of transportation are immune,” Mr. Davis told delegates representing eight states bordering on the Great Lakes.

The premier noted that rail and air transportation both enjoy some degree of public subsidies.

“These modes are not expected to return the capital and interest charges associated with the debts incurred. So why the Seaway?” he asked.

Mr. Davis also brought up the whole question of the treatment and status of Canada’s seacoast and inland ports and harbours.

“Ontario has taken a position with the Federal Government,” he explained, “emphasizing how important the port structure on the Great Lakes is to the Province, and we have urged the Federal Government to treat all ports in the nation on a fair and equitable basis.”

The premier said his government has informed the Federal Government of its extreme concern at the discrimination which presently exists between ports on the east coast and those on the Great Lakes.

“We cannot allow our ports to be strangled by artificial constraints that are imposed upon the development of water movement, in and out, of Ontario’s manufacturing and resource commodities,” the premier added.

Mr. Davis revealed that half of Canada’s gross national product and one fifth of the U.S. gross national product are produced by the Great Lakes Basin. He said that if one considers that the GNP of the North American continent is the highest in the world, “then the contribution made by Ontario and the Great Lakes states is extremely high.”

He said that the need for Canada to remain competitive in world markets is great and stressed the necessity for a “national industrial strategy that takes into consideration the resources and aspirations of the various regions of Canada.”

Speaking about the extension of the St. Lawrence Seaway navigation season, Mr. Davis said that the economic benefits of longer shipping were obvious.

“The problem of the moment, as ever,” he added, “is to find ways of coming up with the money.”

“Insomuch as such a program involves international co-operation, the Province of Ontario—as the chief beneficiary on this side of the border—shares with the Great Lakes states a sense of common purpose.”

Mr. Davis said that Ontario would urge the Federal Government to see the “merit and wisdom” of supporting an extended season.

“The fact remains that bulk water transportation is the most inexpensive, energy-saving form of transporting goods known today,” he said.

Port Everglades

Extracts from 1974 Annual Report

• Port Chairman’s Report

“The Port Everglades Authority faced one of the most challenging periods in its 48 year history in 1974. Despite the world energy crisis, and the devastation of the construction industry economy, the Port continued to develop new business and improve its harbor facilities.

In December the Port entered into a contract with the U.S. Government whereby we will receive \$12.3 million for the purpose of deepening and widening the entrance channel and turning basin. Our application, which was first submitted ten years ago to the U.S. Corps of Engineers for these funds, was approved by both Houses of the U.S. Congress. This Harbor improvement project will make our Port even more safe for vessel traffic thus further reducing the possibility of a ship running aground and polluting the beaches of South Florida.

Containerized cargo once again appeared on our docks as Sea-Land Service, Inc. moved into a five acre facility at Port Everglades. Over 50,000 tons of wastepaper exported for reconstitution crossed our wharves. Contracts were consummated which will have 50% of all citrus exports from Florida pass through the Port.

The Construction Fund Reserve Account now exceeds \$5 million which is ten times the amount in reserve six years ago.

Cruise passenger business increased and visitors were impressed with the \$750,000 worth of improvements made in consolidating Passenger Terminal Buildings 22 and 24.

The Port Charter, which is the law under which the Port Authority operates, was further strengthened by improving the Conflict-of-interest sections and the addition of a Campaign Contributions Limitation section.

The Port’s cooperative venture with other government authorities concerning the creation of a State Park was upheld in local courts and Broward County received \$15 million in State funds to give its citizens a recreational area on the beach boarding the Atlantic Ocean.”

W. Phil McConaghey
Chairman
January 6, 1975

• Port on the move

Port Everglades is the largest seaport on Florida’s Lower East Coast, the state’s deepest harbor, and the Leading International Cruise Port in the South.

The harbor is unique in that it is located within the corporate boundaries of two cities, being in the north city limits of Hollywood and the south city limits of Fort Lauderdale.

Port Everglades is located in Broward county and serves 11 other counties. Approximately one-third of the state’s population is settled in its distribution area. The primary area consists of Dade, Broward and Palm Beach counties, one of the fastest growing regions in the United States.

The seaport is one of the few between the Potomac and Mississippi rivers with a water depth of 39 feet. Another

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Port Mission ties Oakland-Europe bonds

Oakland, Calif. (Port Progress, July 75):—Business and international amity were the keynotes of a seven-city, two-and-a-half-week European trade mission undertaken by a delegation of City and Port of Oakland officials in June.

The group, led by Oakland Mayor John H. Reading, included Port Commission members Ted Connolly (then Commission president), Robert E. Mortensen and H. Boyd Gainor; Port Executive Director Ben E. Nutter; Robert W. Crandall, manager of marine terminals; Igor O. Weinert, the Port of Oakland's European representative; and, in Genoa, Oakland City Councilman Felix F. Chialvo.

On the busy agenda were calls and negotiations with steamship lines, government officials and trade groups in Genoa, Brussels, Antwerp, Hamburg, Stockholm, Helsinki and Copenhagen.

"One of the reasons for Oakland's success over the past decade," declared Commission President Connolly, "has been the fact that we have made strenuous efforts to keep in step with new developments in shipping, and, in so doing, we have been able to provide the facilities to serve the needs of ocean commerce.

"The main purpose of this mission," he explained, "was to learn first-hand the trends in trade and commerce at the major shipping centers in Europe, and to hold confidential discussions with a number of European steamship lines concerning their present and future terminal requirements at Oakland."

Copenhagen

Their names, in keeping with family tradition, are

advantage is the short distance, only 7,300 feet, from ocean shipping lanes to turning basin. Ships are able to dock within a half hour, less time than is required at any other major Atlantic port.

In recent years the harbor has developed into a world cruise port. Port Everglades is the only port-of-call on the Eastern Seaboard for intransit ships sailing to and from Europe and around the world. It is also a leading port for winter cruises to the Bahamas, Caribbean, West Indies and South America.

A variety of cargo moves across the docks. While the main commodity is petroleum, many other items are handled in volume. Eight transit warehouses with combined storage of 544,000 sq. ft. and more than 150 acres of open storage are located next to cargo berths.

Practically every mode of transportation is available to shipper and consignee in the efficient movement of goods to and from the harbor.

Port Everglades is governed by a board of Commissioners, made up of five members who are elected to office for four-year terms. Commissioners represent the electorate in the Port Everglades District, which is county-wide in scope.

The harbor is man-made. Construction began in 1926 as a joint undertaking of Hollywood and Fort Lauderdale. The following year the Florida Legislature at the request of the cities set up a separate governing body in the Port Authority, which is now in the fifth decade of public service.

Adrian Maersk, Albert Maersk and Anna Maersk.

They were christened within an hour of one another last month at a German shipyard, and by September these three sleek, 26-knot container vessels are scheduled to enter trans-Pacific service, sailing from a brand new 15-acre facility at the Port of Oakland.

The launching of Maersk Lines' three latest fleet additions brings to reality a major conversion program that will see nine new fast container vessels replace existing semi-container ships on the Danish-flag company's U.S.-Far East service over the next nine months.

Not unremarkably, the June 21 Maersk christening coincided with the Copenhagen visit of the Oakland trade delegation.

There, extensive meetings were held with Maersk officials to firm up arrangements whereby the distinctive blue-hulled vessels will operate on a weekly basis from specially provided facilities at Oakland's Middle Harbor Container Terminal.

Hamburg

Full containership trade between the Bay Area and North European ports will increase even more significantly in tonnage by 1978, Port of Oakland representatives were pleased to learn when they visited the Hamburg headquarters of Euro-Pacific Lines.

The service, a joint venture of Hapag-Lloyd and the French Line, announced to the Oakland Port Commission delegates that it too has just placed an order for four new containerships to be delivered by the first half of 1978.

The new vessels will have a 1,500-container capacity (in 20-foot container equivalents), and will continue to conduct terminal operations at the Port of Oakland—already the Bay Area base for the line's weekly breakbulk and semi-container service.

"We welcome this decision by a major Atlantic Europe shipper to embrace containerization wholeheartedly," Commissioner Robert E. Mortensen declared, "and we appreciate their latest vote of confidence in the ability of the Port of Oakland to serve the developing needs of modern maritime trade."

Added Mayor Reading as the Oakland group assessed the importance of the Copenhagen and Hamburg news: "From what we learned, I am very encouraged about the continued growth of the Port and its impact on the community. What that means, as far as the citizens of Oakland are concerned, are more job opportunities and additional benefits to the economic stability of the city."

Genoa

American and Italian banners draped the ornate Palazzo San Giorgio—headquarters of the Genoa Port Authority—as dignitaries representing the Mediterranean city hosted Oakland's party in a colorful ceremony formalizing their Sister Port Affiliation.

Joint agreements were signed with a flourish and mementoes exchanged to cement the special relationship, mutual cooperation and furtherance of trade pledged between the Port of Oakland and the Port of Genoa.

(Continued on Next Page Bottom)

National Conference on Port Hazards

New York University Press and Broadcast Services

New York, N.Y., (Mailed 7/14/75):—The critical legal implications and liabilities in the use of seaports and waterways and related offshore operations will be the subject of a general conference to be held in New York City from Sept. 29 to Oct. 3 at the Waldorf Astoria Hotel.

The national conference on "Hazards and Harms in Waterways and Ports" is sponsored by the New York University Center for Safety through its Public Liability Institute. Lecturers and panelists from some forty universities, Federal agencies, municipal port authorities, environmental organizations, law firms and industrial concerns will participate in the five-day meeting that is open to the public.

"Our research indicates that the potential environmental and economic impact on community and industry that results from waterway and port operations has not yet been fully understood—particularly from the legal perspective," says Dr. John V. Grimaldi, director of the NYU Center for Safety. "This conference will enable specialists from many fields such as engineering, law and management, to define the problems and outline potential solutions."

The program will begin with the consideration of the legal implications of the many regulations and laws concerning ports and coastal development, including land use,

A reception following the Sister Port Affiliation was given for the Oakland delegation by the Mayor of the City of Genoa, Fulvio Cerofolini. Another major item on the Genoa visit schedule saw the Oakland port officials in joint meeting with local steamship line executives, shippers, labor union leaders, stevedoring contractors and members of the Chamber of Commerce. A feature of the conference was the showing of Oakland's new film "The Fastest Port in the West."

Antwerp

OAKWERP, and imaginative wedding of the names Oakland and Antwerp, was the proposed rubric for still another marriage of mutual maritime interests—as Robert L.M. Vleugels, Director General of the Port of Antwerp, sealed ties with Oakland during the mission's Belgian stops.

From Brussels—home base of the Port of Oakland's European Representative Weinert—the delegation journeyed to Antwerp to return a call made last year to Oakland by the Port of Antwerp Trade Promotion Association.

There Vleugels affirmed the pact to encourage "mutual friendship, cooperation and interest in a program of two-way trade between our ports," and suggested the OAKWERP merger of syllables.

In all, the Port of Oakland ambassadors concluded of their six-nation European swing, another highly productive series of exchanges . . . whose pay-off will be seen in many currencies, not least of which are joint respect and strengthened good will.

coastal zone management and the environmental effects on wetlands and estuaries. The conference will then explore the issues involved in the maintenance of waterways and ports such as navigability, dredging and spoil disposal. Among other subjects to be discussed are construction permits; deepwater ports and offshore operations, including information concerning waterway development in other countries and the technology for producing off-shore energy; pollutants, discharges, hazardous cargoes and dangerous materials; vessel traffic systems; maritime personal injury and the legal and environmental prospects in the future development of waterways and ports.

Bernard Rolnick, director of the NYU Public Liability Institute and conference coordinator, states: "This will be the most significant program to date with respect to identifying the laws, regulations and risks arising from waterway and seaport operations. The extensive information to be presented will make a major contribution toward finding solutions to vital development problems of the future—problems that will affect government regulations, legal practices, oil companies, port authorities, insurance carriers, engineers, the shipping industry, environmental organizations, public institutions and academics."

The Advisory Committee for the conference:

DR. ROBERT B. ABEL

Director, National Sea Grant Program
National Oceanic and Atmospheric Administration
Department of Commerce, Washington, D.C., and
President, Marine Technology Society,
Washington, D.C.

JOHN BUSTERUD

President's Council on Environmental Quality
Washington, D.C.

WALTER E. MALONEY

General Counsel
American Institute of Marine Underwriters
New York, N.Y.

STARK RITCHIE

General Counsel
American Petroleum Institute
Washington, D.C.

ARLIE SCHARDT

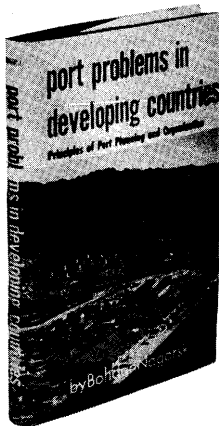
Executive Director
Environmental Defense Fund
Washington, D.C.

RICHARD L. SCHULTZ

Executive Director
The American Association of Port Authorities
Washington, D.C.

Among the lecturers in the conference are John Busterud, President's Council on Environmental Quality; Commander Norman Lynch, chief, Claims and Litigation Division of the U.S. Coast Guard; Roger Gilman, director, Planning and Development, Port Authority of New York and New Jersey; James W. Canfield, division counsel, Army Corps of Engineers; Albert Butzel, Berle, Butzel and Kass; Hugh L. Scott, president, Seadock, Inc.; Dr. Wilson Laird, director, Department of Exploration Affairs, American Petroleum Institute; Nicholas J. Healy, Healy & Baillie; Norman Landau, trial counsel, Interstate Sanitation Commission, New York, N.Y.; Victor J. Yannacone, Yannacone

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Orbiter Probe

UNCTAD-SIDA 4th Port Management Training Course

Geneva, Switzerland, 20 August (UNCTAD Press Release):—The fourth in a series of international training courses in port management, financed by a grant from the Swedish International Development Authority (SIDA) is being organized by the United Nations Conference on Trade and Development (UNCTAD) as a project to assist developing countries.

Previous English language courses have been conducted in Gothenburg, Sweden. On this occasion, the East African Community and the East African Harbours Corporation will act as hosts and the course will be held in Arusha, Tanzania, and Mombasa, Kenya, from 6 October to 5 December 1975. This will be the first international course to be located at the recently completed East African Community Management Training Institute, Arusha.

Twenty-five participants holding senior management positions in the ports industry of fifteen countries and territories in Africa and the Caribbean have been invited to attend. They will come from the Cameroon, Dominica, Egypt, Gambia, Ghana, Guyana, Kenya, Liberia, Nigeria, St. Lucia, Seychelles, Sierra Leone, Somalia, Tanzania and Uganda.

The nine-week residential course will follow completion of a preparatory reading course undertaken in the participants' home countries. The programme which has been developed from experience gained from previous courses will concentrate on four major subjects—port planning, port administration, port operations and financial management. In addition to lectures, discussion groups and seminars, frequent use will be made of business games and case studies written specifically for training courses of this nature.

Participants will also obtain practical experience from visits to the Ports of Mombasa, Dar es Salaam and Tanga and stevedoring and shipping companies, transport undertakings and organizations associated with port activities. They will observe operations and working practices and

discuss with the management subjects of mutual interest.

Eric Williamson, Chief of the Ports Section of the UNCTAD secretariat, is Director of the Course. Bryan J. Thomas, Lecturer, Department of Maritime Studies, University of Wales Institute of Science and Technology, will be the Course Tutor.

ICB Forum

Paris, 20th August (International Container Bureau Ref. 8841/47006):—The International Container Bureau is organising a Forum on the subject: "The Role of the container in the cold chain" in Paris, 5th November, 1975 where numerous companies and leading figures concerned with containerisation and combined transport will be invited.

Harbour means business for city

Nanaimo, B.C., Canada (Nanaimo Harbour News, August 1975):—Since the Nanaimo Harbour Commission was formed, nearly 15 years ago, it has consistently made a profit. Most of this money, ploughed back into development of the harbour area, and also the money needed for day-to-day operating and maintenance, has been spent locally.

Port Manager John Dunham, speaking to members of the Rotary North Club of Nanaimo recently, made these points in discussing the operations of the port.

Mr. Dunham said that in the first year of 1961 port revenues were \$119,000. Last year, 1974, revenues were \$1,668,000 and although there was a certain amount of inflation built into this figure, tonnage had increased steadily over the years.

In 1974 over 88 percent of revenues came from the Assembly Wharf, 5.4% from harbour dues, 3.1% from water lot and land rentals, 2.9% from boat basin moorage and side wharfage with some minor miscellaneous income.

"The Nanaimo Harbour Commission does not cost the tax payer a cent" said Mr. Dunham. "The only obligation of Canada is that the harbour should be dredged to the correct depth, but this applies to all harbours in the country, on the assumption that access must be maintained to communications and transport centres at all times."

There are three classes of harbours in Canada today. The National Harbours Board with 13 administrations including Vancouver and Prince Rupert; 11 Harbour Commissions which on the West coast include Nanaimo, Port Alberni, New Westminster and North Fraser, and nearly 2,500 public harbours, originally under the direct administration of the Department of Transport but with 2,000 recreational harbours now turned over to the Department of the Environment.

"The main advantage in the establishment of Harbour Commissions is that control and management of the harbour is placed in the hands of local people familiar with local affairs and requirements" commented Mr. Dunham.

(Continued from Page 25)

& Yannacone; MacDonald Deming, Haight, Gardner, Poor & Havens; Meyer Scolnick, chief, Enforcement Division, U.S. Environmental Protection Agency; Eugene Harlow, executive vice-president, Frederick R. Harris, Inc., Consulting Engineers.

The fee for the five-day conference, including a banquet, is \$300. Special room rates have been arranged with the Waldorf Astoria Hotel for registrants. For further information write The Center for Safety, New York University, Suite 329, Shimkin Hall, Washington Square, New York, N.Y. 10003, or call (212) 598-2156.

"The Nanaimo Chamber of Commerce presented the first brief requesting the formation of a harbour commission in 1958 and this was followed by the City Council and others."

"The basic conditions required for the formation of a harbour commission," said Mr. Dunham, "are, local initiative to promote the harbour, local willingness to contribute harbour-front property, significant prospects for longterm development and sufficient revenue to support a separate administration."

Expansion

In addition to assets from the Federal Government, the Harbour Commission built a third berth in 1965 at a cost of \$500,000, built and expanded the Commercial Inlet basin, built offices, a pulp warehouse and a newsprint warehouse. Since 1969 the Commission has been more directly involved in the operation of the Assembly Wharf.

"The Commissioners set policy in which they are guided by by-laws," said Mr. Dunham. "These by-laws can be amended, but they have to be approved in Ottawa. The Commissioners set charges for the use of wharves, floats and rentals on leases and they consult with the various government departments to obtain advice and information."

"The Nanaimo Harbour Commission makes an annual report, including a full statement of its financial affairs, to the Minister of Transport and this is made available to the news media and the public."

When the Nanaimo Harbour Patrol Boat was built it was "used to enforce safety regulations, rescue boaters, carry injured or sick people from Gabriola, help put out fires and haul in dead-heads" said Mr. Dunham. Today, the R.C.M.P. and the Canadian Coastguard also help in these types of operations.

Benefits

"From myself and three Commissioners" commented Mr. Dunham "we now have five Commissioners and a staff that includes the Harbour Master, Secretary-Treasurer and a Trade Development Officer. Of the Commissioners, three are appointed by the Federal Government, one by the City and one by the Regional District.

"The benefits of the Harbour Commission type of operation are excellent" commented Mr. Dunham. "By having local men on the board we are more easily able to identify local marine problems and effect fast remedies than if we always had to refer to a centralised board 3,000 miles away in Ottawa."

"Through our local commissioners we can also keep the people of Nanaimo and the district around informed of our local activities and make them aware of the benefits of the Port."

In reply to questions Mr. Dunham said that when a ship comes into Nanaimo it pays harbour dues on its tonnage—a ship of 22,000 tons would pay \$660. There were also tie up and release charges, telephone, water and power and wharfage charges either in cents per thousand board feet or on tonnage loaded. In addition, there were handling charges for moving in and out of the port and for the service of the tugs. "So, in service and supply charges, handling and salaries and wages, the visit of a ship to our port brings a considerable amount of money into Nanaimo" said Mr. Dunham.

New Ports Commission

Nanaimo, B.C., Canada (Nanaimo Harbour News, August 1975):—The National Harbours Board will be replaced by a ports commission under a new ports act to be introduced in Parliament next winter, Transport Minister Jean Marchand said recently.

The proposed commission would be more responsible to the transport minister than the present harbours board and would operate under the marine wing of his department.

Roy Illing, administrator of the marine wing, will head a committee charged with working out the operational and financial details of the new organization. Legislation is expected "within six months or so," Marchand said.

The announcement follows the recommendations of a committee under George A. Scott, senior assistant deputy transport minister. The Scott report recommended that all major ports and harbours be under one federal agency. This would be the ports commission, which would administer the 13 ports now under the National Harbour Board, 11 ports and harbours operating under the Harbour Commission Acts and 375 harbours and wharves under the department's marine services branch.

The proposed act would delegate more operating responsibility to harbours board ports. About 25 ports would have commissions of up to seven members, most of them federal nominees. Regional advisory bodies, consisting of the chairmen of port commissions, provincial representatives and others, would be created. A national ports policy board, consisting of the four regional advisory board chairmen and four other members would act in an advisory capacity.

CPHA to award medal of merit

Toronto, Ontario, July 2 (Canadian Port and Harbour Association):—The Canadian Port and Harbour Association has instituted a special award—the Medal of Merit—to honour those individuals who have made significant contributions in port, marine or related fields.

The first presentation will be made during the association's annual meeting in Thunder Bay Sept. 7 to 10, 1975.

William B. Rest, Toronto Harbour Commission solicitor and president of the Canadian ports group, said the association wants the Medal of Merit to become a prized award.

"There are no hard and fast rules governing the awarding of the medal," he said. "One year the winner could be a port manager and even someone in a related environmental sector. Another year the committee selecting the winning candidate might give it to an individual in the marine community for long and dedicated service," he added.

Mr. Rest revealed that corporate members of the association can nominate any person they want as long as the nominee is in some way connected with the port or marine industry.

"This year we have selected the marine writing field from which to choose our medal winner," he said. "He or she will be an individual who has attempted to portray or examine the marine field—and that includes everything from ports and shipping to government policies—in a fair, objective and perhaps even critical manner."

Name of the winner will be announced during the last week of August.

N. Y. State port study

Buffalo, N.Y. (Niagara Frontier Transportation Authority Newsletter, May/1975):—On April 30, 1975 State Transportation Commissioner Raymond T. Schuler announced that a study of the operations, financing and management of public ports in Upstate New York is being undertaken to enable the State Transportation Department to develop a comprehensive, coordinated port development program.

A series of meetings at five Upstate ports were held which included a meeting on May 13 in the Statler Hilton Hotel in Buffalo. The meeting was sponsored jointly by the NFTA and Erie & Niagara Counties Regional Planning Board Port District.

A major technical portion of the study will be performed by Frederic R. Harris, Inc. of New York City, a consultant firm retained by the Department of Transportation.

The year long study is intended to develop recommendations in three major areas relating to:

- Identification of service, equipment and facility needs for effective handling of existing and potential freight traffic;
- Definition of appropriate levels of user charges, regional economic benefits, and the level of public financial support, including distribution of the support cost among state and local governments; and
- Analysis of the organizational structure and staffing patterns that will effectively meet the requirements of present and future port operators.

The meeting held in the Embassy Room of the Statler Hilton Hotel was attended by nearly 60 persons representing a wide range of port, shipping and industrial interests in the Western New York area. Donald H. Ketchum, Regional Director of the New York State Department of Transportation introduced the four members of the consultant team along with the port study project coordinator for the State Department of Transportation, Gunnar Hall. Matthew Carroll, NFTA Marine Division Manager for the Port of Buffalo and Leo J. Nowak, Jr., Director Erie Niagara Counties Regional Planning Board will act as advisors and study monitors for this area. Richard L. Forster, a Senior Vice President with the Consulting firm reviewed what the comprehensive study will mean to the Port of Buffalo and he further explained the purpose of a year long study which began May 1. "You're not going to have a Port of New York and New Jersey here in Buffalo, but there is a role for a special purpose port," declared Mr. Forster. "We are not concerned with building great ports—we're looking at what can be done for the shipper," he added.

John E. Ricklefs, Project Engineer and Deputy Project Manager, J.E. Moyer, for the Harris Firm outlined and gave a briefing on the three phases of the study.

Following the briefing on the scope of the study, the panel was open for questions from the audience. The study will fulfill a mandate of DOT's Statewide Master Plan for Transportation for a "re-examination" of Upstate Port responsibilities and programs for port development. The study will conclude next May when a comprehensive plan for development of each port is formulated.

Italian Line service

Charleston, S.C., June 27 (South Carolina State Ports Authority):—Italian Lines' S.S. Americana, the first merchant vessel with roll-on, roll-off capability ever to call at a state pier in the Port of Charleston, will begin fortnightly service here July 18.

The Americana will dock at the port's Columbus Street Terminal. There, she will be welcomed by officials of Italian Line and its North America general agent, Italian Line Steamship Agency, Inc., along with ports authority executives and other waterfront community leaders.

Part of Italian Lines' new multi-purpose, trans-Atlantic service, the Americana and its twin sister, S.S. Italica, are 683-foot vessels each having a service speed of 23.5 knots and a maximum deadweight of 23,280 tons.

The new ships' diversified cargo-handling capability, called the "Octopus System", includes containers, ro-ro, bulk liquid, and unitized, heavy-lift and odd-sized shipments.

Each ship has eight cellurized compartments that accommodate 1,070 twenty-foot-equivalent containers, seven variable-depth decks for rolling stocks totalling 30,400 square feet, and space for 1,000 tons of bulk liquid and 166,000 cubic feet of non-containerized cargoes.

Charleston will be the last port of call on voyages to Valencia and Barcelona, Spain; Marseilles, France; and Leghorn and Genoa, Italy. Inbound, the ship will call first at Halifax, Nova Scotia, followed by New York, Baltimore, Norfolk and Charleston.

High performance cranes

Charleston, South Carolina, August 22 (News from South Carolina State Ports Authority):—An analysis by the State Ports Authority of the operation of its cranes shows an impressive performance record from January 1, 1974, through June 30, 1975.

The ten cranes used at the three SPA Charleston terminals compiled a reliability of 99.28 percent while working 15,542 hours. This means, in effect, that the equipment was inoperative less than one percent of the scheduled operating time.

Major factors contributing to the reliability figure are proper care in handling and an efficient maintenance and repair team.

During the 18-months' period, the four container-handling units worked 9,788 hours, losing only 88 hours to malfunction or accident. Three gantry cranes which move break-bulk, machinery and dry bulk cargo operated 4,175 hours and lost just 20.75.

Two mobile (truck) cranes performed for 1,335 hours, with a total down time of 3.25 hours. The 400-ton shear-leg derrick, "The Monster", used for 164 hours, was never out of commission.

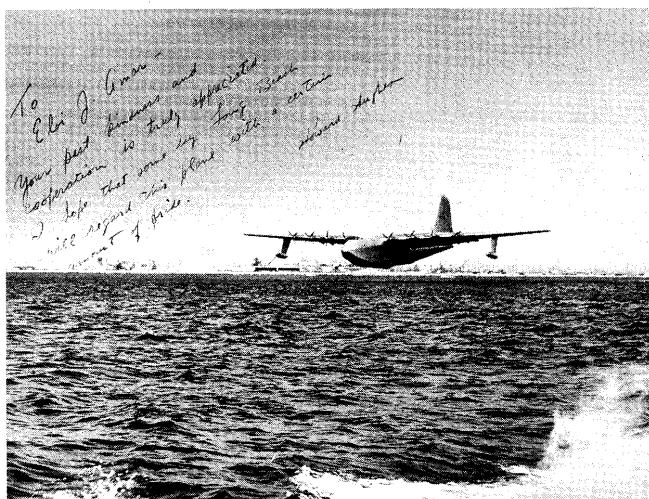
The high performance level was deemed particularly significant for two other reasons. The equipment is scattered, and repairs are effected by replacement of individual parts rather than entire unit assemblies.

Prime Minister of Japan in Long Beach



Long Beach, Calif., 81375 (Port of Long Beach News):— Latest recipient of the Honorary Port Pilot award bestowed periodically by the Long Beach Harbor Commission on visitors who have contributed to world trade is Prime Minister Takeo Miki of Japan, pictured at left during ceremonies held in front of the Harbor Administration

Building. Speaking at podium is Long Beach Mayor Thomas J. Clark, who bestowed the award on behalf of the Port of Long Beach. Harbor Commission President H.E. Ridings, Jr., right, noted that Long Beach enjoys more commerce with Japan than any other West Coast port, with nearly five million tons exchanged annually.



Long Beach, Calif., 81275 (Port of Long Beach News):—Rare photograph of Howard Hughes' huge Flying boat, the Hercules HK-1, on its famed test flight at the Port of Long Beach on November 2, 1947, bears message: "To Eloi J. Amar (then General Manager of the Port of Long Beach)—Your past kindness and cooperation is truly appreciated. I hope that some day Long Beach will regard this plane with a certain amount of pride. (signed) Howard Hughes". The giant craft has been stored away from public view in a metal hangar on Pier E since its maiden flight.

Environmentalist hired

Long Beach, Calif. (Port of Long Beach News):—Dr. Donald B. Bright, former chairman of the South Coast Regional Coastal Zone Commission, has been retained by the Long Beach Harbor Department to provide environmental consulting services on a full-time basis. The one-year contract, effective September 1, 1975, also provides for a second year at mutual option.

Dr. Bright, who carries the title of Director of Environmental Affairs, will specifically assist management in the Port's environmental program, in the preparation of Environmental Impact Reports and in training the Port environmental staff.

General Manager Thomas J. Thorley noted that due to the accelerated environmental movement, it has been necessary for the Harbour Department to enhance its expertise in ecological matters so as to facilitate compliance with recently enacted legislation.

"The Port of Long Beach fully intends to advance to the forefront of modern maritime environmentalism, just as it has long been a leader in providing the finest cargo handling facilities," Thorley added.

Dr. Bright is taking a leave of absence from his position as Chairman of the Department of Biological Science at California State University, Fullerton. He holds a Ph.D. in Biology from the University of Southern California, is a Fellow of the Southern California Academy of Sciences, and has received Research Grants from the U.S. Fish and Wildlife Service and Bureau of Land Management, among others.

For the last six years, Dr. Bright has served as president of the Marine Science Institute. He was a member of the Coastal Zone Commission from its establishment in 1973,



Long Beach, Calif., 81475 (Port of Long Beach News):—Memorable moment at the Port of Long Beach was the recent ribbon-cutting ceremony officially opening the new \$6 million, 200 room Queensway Hilton Hotel located on a waterfront site near the harbor end of the Queens Way Bridge linking the City and Port. On hand to participate in cutting the ribbon were, from left to right, Long Beach Harbor Commission President H.E. Ridings, Jr., Daniel Feinberg, president of Feinberg Development Corporation and Jay J. Feinberg, vice president; Lloyd S. Farwell, Senior Vice President of Hilton Inns, Inc.; Gregory R. Dillon, Senior Vice President Corporated Properties Division, Hilton Hotels Corporation; Adolph K. Feinberg, President of Feinberg Development Corporation and Barron Hilton, president of Hilton Hotels Corporation.

and served for twenty-one months as Chairman.

In other action, the Board of Harbor Commissioners approved addition of Robert C. Ricklef to the staff position of Assistant Environmental Specialist. Ricklef, who holds a Masters in Biology, was formerly an Environmental Assistant for Los Angeles Harbor and more recently was employed by Environmental Feasibility Studies Company.

The Port of Long Beach has been making water quality tests in harbor waters for more than twenty years. They were also one of the first ports to design and construct a refuse clean-up boat, and recently completed a port-wide sewage system. An extensive landscaping program is currently under way.

For these and other ecological efforts, Long Beach was the first United States port to be presented with the Environmental Improvement award by the American Association of Port Authorities, in conjunction with the United States Environmental Agency.

Prime Minister of Japan accepts Port Pilot Award

Long Beach, Calif., 81375 (Port of Long Beach News):—Prime Minister Takeo Miki of Japan visited the Port of Long Beach, California, during his recent state visit to the United States to accept an Honorary Port Pilot award from Long Beach Mayor Thomans J. Clark, acting on behalf of the Board of Harbor Commissioners.

His Excellency and Mrs. Miki were accompanied to Long Beach by members of the official Japanese delegation, including Takeshi Yasukawa, Ambassador to the U.S., and



Long Beach, Calif., 81475 (Port of Long Beach News):—What is believed to be the first million-plus barrel shipment of oil ever offloaded berthside at any U.S. port arrived at the Port of Long Beach recently aboard the 165,709 deadweight ton Oil-Bulk-Ore carrier Japan Mimosa of Japan Line. The 977 foot long vessel, which has a beam of 155 1/2 feet, discharged 1,073,773 barrels of Nigerian crude oil at the Atlantic-Richfield Terminal on Pier E in 72 hours. Port Operations Director Lee Sellers is seen at the bow of the huge tanker as unloading neared completion. The shipment eclipses the former mark of 860,000 barrels offloaded at Long Beach by the 157,6-2 ton Universe Patriot just two weeks earlier. Though 14 feet longer, the Patriot's beam is 142 1/4 feet, or nearly 13 feet less than the Japan Mimosa's. Long Beach main channel is 62 feet, deepest of any U.S. port.

Mrs. Yasukawa, and Kiichi Miyazawa, Minister for Foreign Affairs. Also in the group were James D. Hodgson, U.S. Ambassador to Japan, and Mrs. Hodgson.

In introducing Mayor Clark at public ceremonies held in the plaza fronting the Long Beach Harbor Administration Building, Commission President Ridings noted that former recipients include the late former Japanese Prime Minister, Eisaku Sato, who was made an Honorary Port Pilot in 1972. The custom of designating top ranking port visitors was inaugurated with President Eisenhower in 1954.

Mayor Clark added that the award, which consists of a port plaque bearing a brass ship's clock, is particularly appropriate in view of the fact that Japan is Long Beach's prime trading partner, accounting for nearly 5 million tons of cargo annually with a value in excess of \$1.5 billion.

In accepting the award, Prime Minister Miki called for the ever increasing development of trade between the two areas, as well as even closer cultural ties. The port cities of Long Beach and Yokkaichi are Sister Cities, while the Port of Long Beach has Sister Port ties with Yokosuka.

World's largest flying boat

Long Beach, Calif., 81375 (Port of Long Beach News):—The Long Beach Board of Harbor Commissioners has approved an extension of the present land lease agreement between the Port of Long Beach and Summa Corporation



Long Beach, Calif., 81375 (Port of Long Beach News):—When the Japanese Maritime Training Ship Seium Maru arrived at the Port of Long Beach recently for a six day call, the 160 Cadets aboard were welcomed with a fireboat salute before berthing at Pier 2. Harbor Commissioner James G. Craig, Jr., left, was on hand at the Harbor Administration Building when Captain K. Horikoshi made an official call to present the port with a Japanese doll, which has been added to the exhibit gallery. While in Port, the Cadets toured the Queen Mary and other nearby attractions before continuing their Pacific training cruise.

(Hughes Helicopters Division) until June 30, 1978, assuring that the world's largest flying boat may remain in its hangar on Pier E at least until January 1, 1977.

The huge Hercules HK-1, which made its maiden and only flight over Long Beach Harbor on November 2, 1947, has been housed in a mammoth metal hangar on Pier E since shortly after its test hop, screened from public view.

Under terms of the amended lease, the Port of Long Beach and Summa both reserve the right to terminate the agreement upon six months notice at any time after next July 1. The Lessee additionally agrees to remove the seaplane (widely known as the "Spruce Goose" because it was constructed of laminated birch), including the graving dock and hangar, from the premises within six months after notice to do so.

The hangar site at Berth 121 faces on the 62 foot deep Long Beach harbor entrance channel and has for many years been proposed as a deep water tanker terminal. The Atlantic Richfield terminal with 55 feet of water berthside, deepest in the United States, is immediately adjacent.

The Port of Long Beach is currently engaged in a \$1.5 million Environmental Impact Study to help ascertain what areas could best be utilized to provide the additional deep water tanker berths necessary to offload North Slope Alaskan oil when production begins in 1978.

Coastal Control Plan

Los Angeles, Calif., 8/11/75 (C-MANC=California Marine Affairs and Navigation Conference, San Francisco):—More than 500 California civic officials, commercial ports and recreational boating spokesmen, and industry and labor representatives will meet Friday, October 31 to review and evaluate the proposed California Coastal Zone Plan which—if adopted following early submission to the Legislature—would bring strict zoning and use controls to the Golden State's nearly 1,100 miles of coastline.

"Navigation, Economics and the Coastal Plan" will be the theme of the one-day conference at the Hyatt Regency Hotel, according to chairman William L. Dick, Port of San Diego director of community and government affairs.

Former Governor Edmund G. "Pat" Brown, chairman of the California Council for Environmental and Economic Balance, will be one of seven featured speakers at the event. Others will include spokesmen for the California Coastal Zone Conservation Commission, deepwater ports, recreational boating, finance and labor.

More than twenty organizations will join the California Marine Affairs and Navigation Conference (C-MANC) in cosponsoring the event, including the California State and Los Angeles chambers of commerce, steamship and boating groups, unions and others.

Dick noted that requests for invitations should be directed to conference headquarters, 303 World Trade Center, San Francisco 94111.

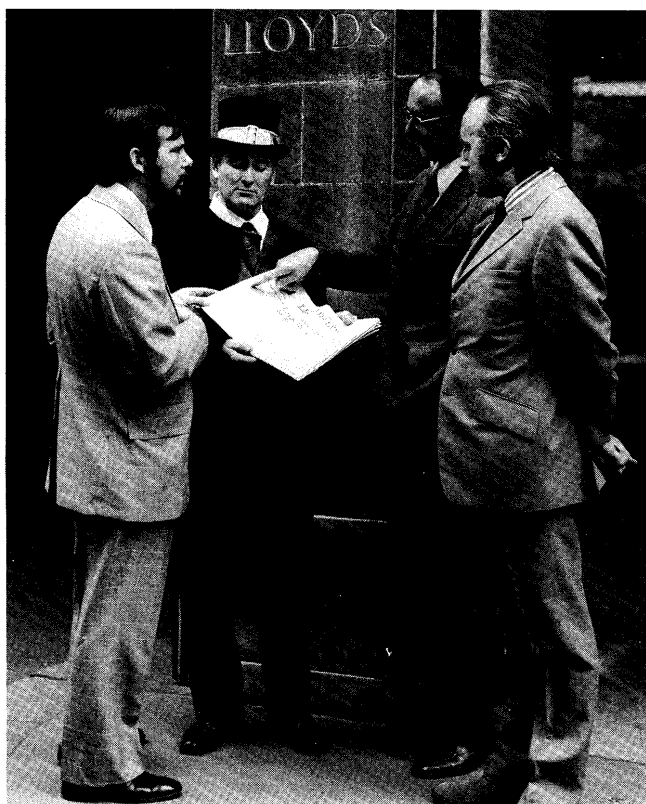
On Thursday, October 30, C-MANC's fall membership meeting will be held at the Hyatt.

World Trade Information Center

New York, N.Y., August 11 (News from The Port Authority of NY & NJ):—The World Trade Information Center, the total international business information system at The World Trade Center, now offers access to the New York Times Information Bank as one of its services to the world trade community, it was announced today by Guy F. Tozzoli, Director of World Trade for the Port Authority.

The New York Times Information Bank provides instant access via computer to a data base of one million abstracted articles on virtually any subject of current or historical interest. In addition to the New York Times, 60 other publications such as the Wall Street Journal, Business Week, Fortune and the Economist of London, comprise the data base, with some 2,000 abstracts added to the system per day. Through the World Trade Information Center, the system may be used on either a per inquiry or subscription basis. As an introduction to the service, during the month of August an inquirer can receive up to 25 abstracts per question for \$10. Regular rates will run approximately \$25 per inquiry.

The New York Times Information Bank complements other resources available to international businessmen at the World Trade Information Center. Interfile, the computerized directory of world trade information sources from around the globe can pinpoint appropriate sources for information on any subject relating to international trade. Also available at the Information Center is the Lockheed Dialog Service, a data bank of three million items including abstracts, citations, patent data and other material supplied



New York, N.Y., August 11 (The Maritime Association of the Port of New York):—**LOOKING OVER 50,000th EDITION OF LLOYD'S LIST**—Standing in front of the historic Lloyd's of London N. Nick Cretan (left) executive director of the Maritime Association of the Port of New York, looks over the 50,000th edition of Lloyd's List, Britain's oldest daily newspaper, which had just rolled off the presses recently. With him are (1 to r) Thomas Hill and P.R. Bingham, manager and assistant manager, respectively, of Intelligence of the world-renown insurance organization. Holding the copy is one of Lloyd's colorfully uniformed Waiters. Mr. Cretan was in London to discuss with Lloyd's officials new technologies for the transmission of ship intelligence services and the promotion of their use by maritime organizations in this country.

by a variety of technical organizations such as the National Technical Information Service.

The World Trade Information Center, located in the lobby of One World Trade Center, also houses the Electronic Yellow Pages, an automated and classified directory of all World Trade Center tenants; special no-charge "Hot Line" telephones for contacting all Trade Center tenants; and Personal Data Stations where visitors can view sound presentations on the Trade Center and its activities.

Questions may be put to New York Times Information Bank, Interfile and the other World Trade Information Center Services by telephoning, writing or visiting:

The World Trade Information Center
One World Trade Center Lobby
New York, New York 10048
Telephone: (212) 466-3066



Mr. Peter M. Tripp

Mr. Tripp retiring

Oakland, Calif., July 24 (Port of Oakland):—Peter M. Tripp—a blunt and colorful Oakland public figure who has grappled success out of enough careers in his busy lifetime to satisfy a half-dozen ordinary people—has announced his retirement after 16 years on the Oakland Board of Port Commissioners.

Tripp is the only member of the board ever to have held three presidencies (in 1961-64, also the longest term on record; 1968; and 1971) and boasts the distinction, he notes, of having been appointed a Port Commissioner by three different mayors of Oakland.

Tripp himself was an Oakland City Councilman for six years and Vice Mayor of the city in 1958-59.

Under provisions of the Oakland Port Commission charter, Tripp—the senior member of the body in length of service—will continue to sit on the board until a successor has been named by Mayor John H. Reading and approved by the Oakland City Council.

Looking almost as hale and tough at 64 as on the day he won the International Junior Heavyweight Wrestling Championship in 1938, Tripp settled back recently in the office of his Oakland insurance agency and reflected on some of the Port's achievements during his eventful tenure.

"My name appears on more dedication plaques," he laughed, "than anyone else's—not that I take the credit. I just happened to be at the right place at the right time. Since I came to the board in 1959, we've dedicated the passenger terminal at the airport, the Seventh Street marine facility... the Port's headquarters building... and the Industrial Park... not to mention a wealth of improvements and expansions of services and other facilities."

"The greatest criterion of our success," he added with a characteristic grin, "is that when I came to the board all the Port owed was a little over \$2 million. Now we owe almost \$100 million!"

"Actually, the most significant thing we as commissioners did in those entire 16 years was to select Ben E. Nutter as Executive Director of the Port in 1962. I look on that," he exclaimed, "as the whole turning point. Ben Nutter has tremendous vision and the ability to carry it out. Without him the Port of Oakland would never have



San Francisco, Calif., 7/31/75 (San Francisco Customs Brokers and Freight Forwarders Association):—"It's all there—how we're going to streamline import processing" explained Don Tagg (pointing), U.S. Customs Service operations officer from Washington, D.C. to a gathering of San Francisco Customs Brokers and Freight Forwarders Association members and other interested industry observers. While Customs District Director George Brokaw (center) joined in thoughtful study, industry participants voiced questions and doubts about the DABA (Duty Assessment by Account) program. T.W. Kennard (left), chairman of the DABA committee of the new Pacific Coast Council of Customs Brokers and Freight Forwarders, presented specific problems and unanswered questions engendered by the controversial proposal. He was joined by Charles Klingforth (right), vice president of Frank P. Dow Co., Portland. The Golden Gate was eighth stop for Tagg and associates in a nine-city tour to explain and promote the concept, nurtured by the Customs Service for almost two years—but without industry input or even knowledge, it was claimed. DABA (and a related monthly consolidated system for entries—MCE) will be "cost effective" and help the government to process the heavy volume of imports with a Customs staff only moderately larger than when entries totalled 75% fewer, Tagg asserted. But he declined to assure industry questioners that such evaluation data would be made available. Kennard, president of B.A. McKenzie & Co., Tacoma, and Klingforth, who represented the Columbia River Customs Brokers and Forwarders Association, were joined by their San Francisco associates in calling for "more research" and release of "complete statistical information" before publication of proposed rulemaking—announced by Tagg as scheduled "soon." The Customs official also advised that a 60-day MCE trial program will start October 1 in Los Angeles, and nationwide DABA application targeted for January 1.

achieved the dominant position it now holds in the San Francisco Bay Area—or its ranking among the three greatest container ports in the world."

As to the future, Tripp's outlook is one of tempered optimism. "I believe we've only scratched the surface as far as marine facilities are concerned," he declared. "And as economic conditions now begin to return to normal, our Industrial Park will soon reach its capacity. But unless something unforeseen happens I'm afraid we'll see only moderate growth at the airport due to government policies and the reluctance of the airlines to give us the service we need except in the Pacific Corridor."

Fort Mifflin site

Philadelphia, Pa., 6/25/75 (City of Philadelphia):—At the request of the City the U.S. Army Corps of Engineers today held a Public Hearing on the future uses of the Fort Mifflin Reservation at the confluence of the Delaware and Schuylkill rivers, in Southwest Philadelphia.

The Corps of Engineers now uses this area to dump dredgings from the Delaware and Schuylkill rivers. The City opposes continued dumping at Fort Mifflin because the site is ideal for industrial development, and has offered to make an alternate dumping site available at Hog Island.

City Representative and Director of Commerce Harry R. Belinger declared that continued dumping at the Fort Mifflin site is totally unacceptable to the City of Philadelphia because it spoils an extremely valuable land resource for more productive uses. The Fort Mifflin site is one five miles from Center City, within a mile of International Airport, crossed by Interstate Highway I-95, close to rail lines, and with frontage on both rivers. He said unique location makes the Fort Mifflin site one of the finest sites for modern industrial park development.

Belinger estimated that a 600-acre industrial park would create 14,000 new jobs, \$200 million of capital investment for industrial building, and great economic benefits for the region.

The Fort Mifflin site is also one of the few remaining locations for a needed marine terminal, he said. Continued dumping of dredging at Fort Mifflin would destroy these enormous economic opportunities.

Irvin J. Good, Executive Director of the Philadelphia Port Corporation testified against "continuing to pile dredgings onto Fort Mifflin until it is ruined for any other use half way into the next century" and supported the plan to develop Hog Island as a new disposal area.

Walter D'Alessio, Executive Director of the Philadelphia Industrial Development Corporation, called the proposed industrial park one of the most significant industrial developments in the entire Middle Atlantic area.

Michael Nelson, Chief of the Water Pollution Control Division of the Philadelphia Water Department, speaking for Water Commissioner Carmen F. Guarino, emphasized that the Water Department, which disposes over 180 tons of sludge per day, is aware of the problems of the Corps of Engineers. He agreed that the Fort Mifflin site has a tremendous potential for industrial development, and supported Hog Island as an environmentally acceptable disposal site.

Edward F. Toohey, President of the Philadelphia Council of the AFL-CIO, stressed the need for more jobs in this area, and called for an industrial revitalization of the Penrose-Fort Mifflin area with its potential for 14,000 new jobs.

Other speakers who testified included John J. McGarry, Executive Secretary, Delaware Valley Council; H. Willis Jackson, Chairman, Joint Executive Committee for the Development of the Delaware River Port; Jean Diehl of the Concerned Citizens for the Preservation of Tinicum Marsh; Austin Jenkins, President, Philadelphia Conservationists, Inc.; Peter A. Brigham, President, Citizens Council of Delaware County; Robert Alotta, President, Shackamaxon Society, Inc.



San Francisco, Calif., 8/13/75 (Marine Exchange of the San Francisco Bay Region):—The maiden voyage arrival of the PACIFIC WING was recently feted in special ceremonies aboard ship in Richmond. On hand were (left to right) Bob Langner, Marine Exchange of the San Francisco Bay Region; H. Watanabe, executive managing director, ACT Maritime, Tokyo; vessel master Captain Obdulio K. Arboladura; K. Kawashima, president of American Honda Motor Co., Inc. and vice president of Honda Motor Car Co., Ltd.; Richmond mayor Gary Fernandez; M. Tajiri, executive managing director, MOL, Tokyo; and Walter Loughery, president of Williams, Dimond & Co. and a director of the Marine Exchange. The vessel, chartered by Mitsui OSK Lines, Ltd. to ACT Maritime Co., Ltd. (a joint venture of Honda Motor Co. and Mitsui OSK Lines) is a unique eight-deck car carrying Ro-Ro vessel. The Port of Richmond will be the main off-loading point for the popular Japanese compact car. Williams Dimond & Co. are the U.S. Pacific Coast general agents for the new service.

Record of Dredging Conference

San Francisco, Calif., July 10 (C-MANC=California Marine Affairs and Navigation Conference):—Feb. 20–21 witnessed the first comprehensive and in-depth review on the Pacific Coast of the increasing problems facing those charged with maintaining and improving navigational access. Implicit in the Dredging Conference papers, discussions and questions was alternatives should growing regulatory inhibitions continue to frustrate and even prevent use of channels, harbors and marinas. The nation's—and California's and the Pacific Coast's—reliance on waterborne commerce and water-related recreation is growing apace. Yet dredging—the means to maintain and improve such use, and make it more effective and economical—has been deprecated and subjected to frustrating and costly delays and requirements—often without justification by any resulting environmental benefits.

Proceedings of the Pacific Coast Conference on Dredging (San Francisco, February 20–21) are now available.

The 88-page summary (and 50-page appendix) includes illustrations, and summarizes the papers of 17 expert participants, with the theme, "Energy—Environment—Economics".

The two-day session brought together a variety of political, scientific, labor and engineering skills and expertise to produce both consensus and sharply divergent views on the needs and costs of navigational access, and the



San Francisco, Calif., 8/12/75 (Marine Exchange of the San Francisco Bay Region):—William Ahern (Ahern Advertising) was recently honored by the Marine Exchange of the San Francisco Bay Region at a special meeting of the organization's promotion committee. Ahern volunteered many hours of his time in helping the vast information-gathering effort connected with the Exchange publication of the Golden Gate Atlas (3rd. edition). The Atlas is a one-of-a-kind directory of all the various maritime services of the Golden Gate region and gives detailed information regarding each port's facilities. Ahern (center) was presented a special commendation certificate by promotion committee chairman BG R.C. Tripp (left), Stan Flowers Co. Don Taggart, public relations director for the Port of San Francisco and a committee member, looks on. Ahern runs his own advertising firm in Concord, California and is quite knowledgeable with many facets of the diverse maritime industry. The Atlas is available for \$2.70 from the Marine Exchange, 303 World Trade Center, San Francisco, Ca. 94111.

environmental and social impacts involved.

Copies of the Proceedings are available for \$10 from C-MANC*

* Post-paid domestically (3rd class). For first class mail and Canada or Mexico—or overseas—add 60c.

For other foreign destinations by air mail, add \$6.30.

Port Police Department

Seattle, Washington, August 5 (News Release from Port of Seattle):—Neil W. Moloney, Chief of the Port of Seattle Police Department, has announced the formation of two new units within the department. The units are Research & Development and Community Relations.

Heading the Research & Development unit will be Captain John Zachau, a veteran of over twenty years in the law enforcement field. Captain Zachau, the former Acting Chief of the Port Police, was promoted to his present rank May 4th. Assigned to work with Zachau is Officer William Kubik, a former Naval officer who joined the Port Police in March 1973.

Directing the new Community Relations unit is Officer Thomas Dittmar, a former Los Angeles police officer who has been with the Port for a year and a half.

The Research & Development unit was organized to undertake studies which will enable the department to better fulfill its obligations to members of the community

it serves. Among areas to be studied are operational techniques, manpower deployment, training curriculums, equipment needs and long range budget planning.

The Community Relations unit has been set up to inform the public of the mission and goals of the Port Police Department. Among projects being studied by this unit are "Citizens Ride Along," which allows citizens to ride in patrol cars in order to promote better understanding between officers and the citizens they serve, and "Lock Your Car" campaigns, designed to reduce the number of auto thefts. Further information on these and other programs being initiated by Community Relations can be obtained by contacting Officer Dittmar at 433-5400.

The Port of Seattle Police Department was established in January 1972 by a resolution of the Port Commission. There are 105 personnel employed by the Port Police, making it the fourth largest municipal police department in the state.

Mammoth bucket for bulk

Toledo, Ohio, August 1 (Toledo-Lucas County Port Authority):—The largest bulk materials handling bucket on the Great Lakes is now in operation at the Port of Toledo.

The bucket, a 15-cubic yard capacity clamshell unit, arrived at the port's overseas center last week and was soon given its first cargo handling assignment unloading bulk fertilizer from a British freighter. The bucket was specially built for use by Port of Toledo heavy-lift gantry cranes, Big and Little Lucas by the McGinnes Manufacturing Company, Pearland, Texas. It was purchased by the Toledo-Lucas County Port Authority to handle a variety of bulk commodities.

"The bucket passed its first test with flying colors. We discharged a little over 300 tons per hour during unloading operation," said Frank E. Miller, Port Authority seaport director. "The addition of this bucket permits us to reduce a ship's discharge time by nearly 50 percent and fast ship turnaround is the key to profitable operations."

The mammoth bucket weighs 10 tons, stands 18 feet tall and is 9.5 feet wide and possesses an average lift capacity of 15 tons per bite. As an example of its cavernous size, a mid-size automobile could be placed inside with room to spare.

Prior to the arrival of the new bucket, the port had been utilizing a 7.5-cubic yard capacity clamshell for handling bulk cargoes. Bulk materials are handled at the port's overseas center on Berth 7, a designated bulk handling site.

Europort 75 Conference

Rotterdam, August 1975 (Europort 75 International Maritime Conference):—For already the 14th time the yearly Europort exhibition will again be accompanied by the traditional Europort International Maritime Conference. This year the conference will be held on 12th and 13th November.

In close cooperation with the Europort Advisory Committee, the Royal Dutch Shipowners' Association and the Netherlands Institute (TNO) for Mechanical Constructions have selected as main conference theme "ACTUAL MAINTENANCE PROCEDURES IN MARINE PROPULSION SYSTEMS".

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maritime industry related to design, production, operation and maintenance of propulsion engines, are faced with ever increasing cost to maintain reliable and economic plant operation.

Major diesel and turbine manufacturers and technological research institutes throughout the world have invested vastly in research to reduce these costs to a predictable and manageable level. Planned maintenance and maintenance prediction techniques; computerized systems for test measurements and analysis; condition monitoring and trend analysis onboard, are the basis for Europort 75 Conference programme. Highly qualified technicians from leading manufacturers and renowned research institutes will gather and participate in a conference primarily designed to allow for a unique exchange of knowhow and experience in this particular field.

Europort 75 International Maritime Conference will be the first conference of this kind where the most advanced expertise in reducing maintenance cost of diesel and turbine propulsion plants can be freely discussed.

Special facilities will be made available to members of the international trade press.

Full particulars and press registration forms can be obtained from the organisers.

Europort 75 Conference
Expo Travel and Conferences B.V.
Waalhaven Z.Z. 44
ROTTERDAM 3022
The Netherlands

telephone 010-29. 96. 55

telex 24384 eurex nl.

Sea-borne traffic in 1974

Ghent, Belgium (Port of Ghent Information Periodical, 3-75):—Immediately after the year's end the port of Ghent stated that its 1974 balance-sheet had been favourably closed with regard to maritime navigation. Indeed, a total of 4,093 ships had been registered on arrival. This meant an increase of 8% compared with 1973, during which year 3,789 vessels called at the port. The tonnage, expressed in Moorsom tons net, according to the Belgium measurement, amounted to 9,175,221 Mtn in 1974 as against 8,113,877 Mtn in 1973. This is a rise of 13%. It was for the first time that the tonnage exceeded 9 millions.

In spite of the general drop of international trade, the port of Ghent has been able to progress in 1974 on the level of sea-borne supply and conveyance. This evolution appeared from the statistics related to maritime navigation.

In 1974 the supply by sea-going vessel amounted to 10,286,169 tons. This means an increase of 5.88% in comparison with 1973, which totalled 9,714,903 tons. Conveyance evolved in about the same way: for 1974 and 1973 figures reached respectively 5,564,334 and 4,979,893 tons, say a rise of 11.73%. A total traffic of 15,850,503 tons has been realized in 1974 and 14,694,796 tons in 1973.

It is almost superfluous to make a comparison with the

preceding years: the results have been continuously increasing. However, one should stress the fact that, in 1968, when supply and conveyance respectively totalled 1,397,508 and 1,386,023 tons, the period during which the port of Ghent had been of minor importance owing to its limited substructure, is now definitely over.

In 1974, thanks to the 60,000-tons substructure put into use end of 1968, Ghent has succeeded in reaching index 736 and 401 for supply and conveyance with regard to 1968, say a total of 569.

In comparison with 1973, important risings have been registered in 1974 on arrival under the headings of coal (+377,000 tons), iron ore (+238,000 tons), non ferrous ores (+143,000 tons) and natural fertilizers (+93,000 tons). A decrease has been noted in the categories of non combustible oil products (-102,000 tons) and metallurgic products (-61,000 tons). On departure the most important rise is showing in the iron and steel products (+327,000 tons), the building materials (+135,000 tons), the cereals (+112,000 tons) and the combustible oil products (+72,000 tons). On the other hand, regressions have been noted in 1974, as against 1973, in the non combustible oil products (-98,000 tons).

Roughly speaking sea-borne traffic in the port of Ghent may be called positive.

Dock men visit Continental ports

London (Thamescope, Port of London, Summer 1975):—The study tours of Continental ports organised by Thurrock Technical College have, for some time now, been making a significant contribution towards greater awareness and understanding, by workers in the British ports industry, of the developments that have taken place, and continue to take place, in the ports of north-west Europe. A great deal of the credit for the success of these tours must go to Leslie Reynolds, Thurrock's energetic and enthusiastic Director of Port Studies, who has been the driving force behind a programme that he both initiated and continues to organise.

Leslie Reynolds fervently believes in the need for everyone involved in the British ports industry to fully appreciate the extent of the competition they face from their European neighbours. As he puts it, 'an island nation such as ours needs a first-class mercantile marine and an efficient ports industry if it is to maintain and increase its prosperity.'

Reynolds himself is no mean ambassador for Britain who has made many friends in Europe without ever hiding or disguising his basic motive, which is to present his course members with first-hand evidence of the continental threat to the British ports industry and in so doing persuading them to fight back.

The hospitality shown by the host countries to many course members over the years has always been most cordial and, in addition to the usual kindness shown in Rotterdam and Antwerp, the latest course in March of this year enjoyed something extra-special from the people and the City of Amsterdam. 1975 is the 700th anniversary year of the Port and City of Amsterdam and as part of their celebrations and in recognition of a happy association with Thurrock Technical College, the City arranged for the course a delightful programme in their beautiful city.

The day started with the party being welcomed by Mr. E.J. Van Dijk, Director of Shipping Association North, with whom there was a stimulating discussion on human relations in the ports industry. The visitors were then received by the Chief of the Economic Department of the City and Harbour of Amsterdam, Dr. W.R.W. Van der Wal, at the Amsterdam Town Hall. This was followed by a tour of Amsterdam's fascinating canal system. Luncheon was as guests of KNSM, which was preceded by a talk on the response by that company to the demands of modern transport.

The day in Amsterdam was a happy conclusion to an exhausting but valuable five days in Europe, and as Leslie Reynolds said, 'leaving each person a little more qualified and a little better equipped, so adding to the contribution that they may now make to Britain's ports industry'.

Port of Le Havre Flashes

Le Havre (from Port of Le Havre Flashes, July):—

• Pipeline links with Antifer

The Compagnie Industrielle Maritime (C.I.M.) has been authorised by a government decree of March 28th to construct and operate a pipeline between the new Antifer oil terminal and the company's storage tanks in Le Havre. The 40-inch-diameter pipeline is 15½ miles long and has a capacity of 35 million tonnes a year, capable of being increased to 70 million tonnes a year. Two further decrees authorise the SHMPP (Société Havraise de Manutention de Produits Pétroliers) to construct and operate a 14-mile-long, 10-inch-diameter finished products pipeline between its storage tanks in Le Havre and the Antifer terminal, with an initial capacity of 500,000 tonnes a year, capable of being increased to 2 million tonnes, plus a heavy oil pipeline of identical length and diameter. All three pipelines are scheduled to come into service in September 1975.

• Port Control Centre

After a number of Egyptian delegations had visited Le Havre in 1974, the Chairman of the Suez Canal Authority asked the French government to advise on a ship management control system for the Suez Canal, and the task has been entrusted to the Port of Le Havre Authority—which is flattering recognition of the fact that the new Port Control Centre leads the world in advanced technology.

It was opened in 1973 and is the nerve centre for the overall operation of the port. All intelligence about ships and their cargoes is passed to the centre for processing and onward transmission to users and the various harbour services.

The traffic controllers and the staff of the other services grouped together in the control centre are provided with a quite exceptional concentration of technical aids, principally electronic, including:

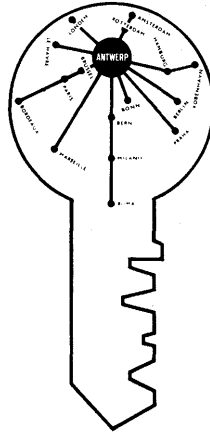
- a) a chain of four radar stations for monitoring shipping movements
- b) a data processing centre with computer and scan converter
- c) a mutator
- d) radar bright displays, berth availability displays, telewriter, teleprinter, etc.

(Continued on Page 40)

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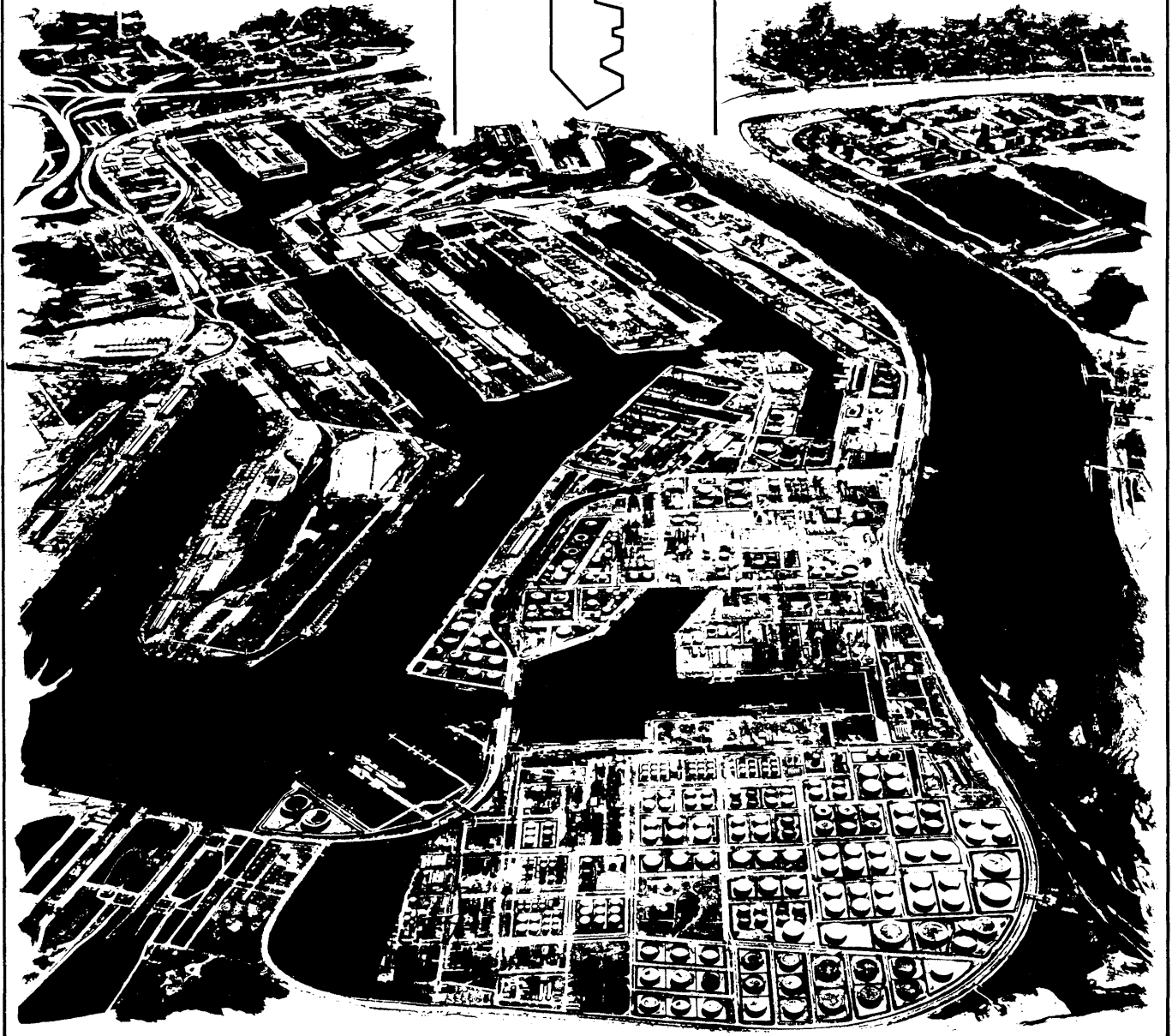
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(Continued from Page 38)

After several years of research and experimentation, the techniques generally employed in air traffic control have been adapted to port operation, with the result that the Port of Le Havre now has without any doubt the best equipped port control centre in the world.

● New Director General

At its weekly meeting on May 28th the French cabinet appointed Mr. Jacques Dubois to be the new Director General of the Port of Le Havre Authority. Mr. Dubois, "Ingénieur en Chef des Ponts et Chaussées", succeeds Mr. Paul Bastard, who was recently appointed "Directeur des Ports Maritimes et Voies Navigables".

The choice is an extremely popular one, since Mr. Dubois has already done a great deal for Le Havre, being one of the main forces behind the vigorous expansion of the port in recent years, with special responsibility for the François I Lock, the most capacious in the world, and the Havre-Antifer Oil Terminal for 550,000 dwt supertankers.

He was born in March 1929 and joined the Port Authority in 1946, where he rose steadily from draughtsman to engineer in different departments and then to head of the research and development section. Mr. Dubois then left Le Havre to take up a quite different post for four years, but returned to us in 1967 as New Works Director, which he remained until his appointment as Director-General.

Night record: 9.06 metres by one direct tide

Rouen, France (July 8th, Rouen Port, International Issue, Information bulletin of the port authority of Rouen):—The Greek cargo vessel TENACITY, from the Navarino Shipping company, received by S.C.A.C., left Rouen on the 17th April, bound for Sri Lanka with 12,666 tons of flour (186,150 sacks). It then had a draught of 9.06 metres which constitutes the new record for draughts going down the Seine on one direct tide (the record of the BRIMNES—9.80 metres—was made on two tides). The TENACITY therefore improves on the performance of the VIRTUS which loaded on the 26th January with a draught of 8.85 metres. We should point out also that the TENACITY went down the Seine by night.

For Mexico

Rouen, France (Rouen Port, International Issue, July 8th):—Constructed by the Dubigeon-Normandie yards at Grand-Quevilly, the dredger GUADALUPE VICTORIA, launched on the 31st October, left her native port on the 3rd April bound for her trials at Havre before being handed over to the Mexican government. She is the fourth dredger to be constructed at Grand-Quevilly for the Mexicans after the PUEBLA, PRESIDENT JUAREZ and the PRESIDENT MADERO, smaller in size.

Also an export more traditional—the 10,000 tons of sacks of fertilizer taken on for Tampico on the Greek ship LEODAMAS which came at Petit Couronne on the 14th April.

Polish Press visits Rouen

Rouen, France (Rouen Port, International Issue, July 8th):—Eleven Polish journalists representing the political press as well as this country's television and radio were welcomed at the Port Authority on the 6th May by M. Boris CATOIRE, traffic manager. They visited the port in a launch, chiefly. This trip to Rouen took place by virtue of the fact that we are the French port having the largest link with Poland, (1,230,800 tons in 1974); Rouen is, moreover, frequently visited by Polish merchant ships, whether it be calls from tramp steamers or by regular lines (the POL have a service to the West African Coast and to Australia notably, setting sail from.) Lastly, Rouen is the only French port which offers really regular departures for general cargo for this country (three departures a month by the P.O.L. with the Charles le Borgne Company as agents.)

This visit to Rouen was part of a trip in France to make our country better known to the Poles, in view of the coming official trip by M. Valéry GISCARD D'ESTAING to Poland.

Halftime 1975: Cautious Optimism

Bremen, 25.8.75 (BremIn=Bremen International):—Appraisal by experts and managers of the international economic development varies, according to location and sphere—also in Bremen. All in all one here is contemplating the year's end with cautious optimism.

The cargo turnover of the Bremen/Bremerhaven port-group in the first half of 1975 (11.8 million tons) certainly did not match the 1974 record year (13.3) but, nevertheless, with -11% was still the most favourable for all north European ports. Average drop for the ten biggest West German ports: 19%. According to the Ports Senator, Bremen/Bremerhaven should, by the end of 1975, about attain the 1973 result (26.4 millions). No reason exists, says Senator Oswald Brinkmann, for curtailing planned investments (DM 675 millions for ports and traffic 1975-79).

Brinkmann is reckoning with an ascent from 'Slump Valley' in the fourth quarter of the year. Present renewed increase of West German external trade appears to affirm this. The Deutsche Bundesbank (Federal German Bank) also expects, according to its latest monthly report, a slow stabilisation in German external trade at its current level (1st half 1974-25.3: 1st half 1975-DM 19.7 milliards).

However, the Deutsche Schiffahrtsbank AG., Bremen, (shipping bank), which is West Germany's most influential institute on this sector—and which, in 1975, is again enjoying its previous excellent position—prophesies a 'dark future' for the shipowners. The low freight-rates of the Comecon shipping firms; the price of oil; and the weakness of the international monetary exchange system, deprive the shipping undertakings of their calculatory basis. The rush to 'cheap' flags is increasing (1966—some 23.8: 1975—some 70.4 million GRT). According to information of the Bremen Institute for Maritime Economy, there were already in mid-July 1975, 520 deepsea merchantmen, with 17,153,274 GRT, laid up. The figure in mid-July 1974 was 0.2%, whilst now this is 5.5% of the International Mercantile Marine. According to Lloyd's Register, the order-book situation for international shipbuilding, alone in the 2nd quarter of 1975, decreased by 11.2 million GRT—or 10 percent. The Association of German Shipbuilding Industries

also deplored a marked decrease in orders (annual production—DM 5 milliards; orders in 1st half 1975—some DM 1 milliard).

On 28.7.1975 the Association of German Shipowners, on the other hand, reported “despite a sagging freight market, a gratifying order-book development for the 1st half of 1975”: 96 merchant ships (2.1 million GRT) plus tugboats and supply-vessels. There were only 55 at beginning of 1975. Total West German mercantile marine as at 1.7.1975—8,198,752 GRT.

The third ‘Europa Tanker’ for a Greek owners was launched on August 8th at Bremen’s largest shipyard, the AG WESER. This, at present, is the world’s fourth largest ship; capacity—393,000 tons crude oil. The same day Senator Brinkmann stated to 270 sea and air captains, engineers and pilots: “He who already resigns in the face of short-term developments must suffer in the long run—for the next upward turn will come for sure”

Access to Europoort even deeper

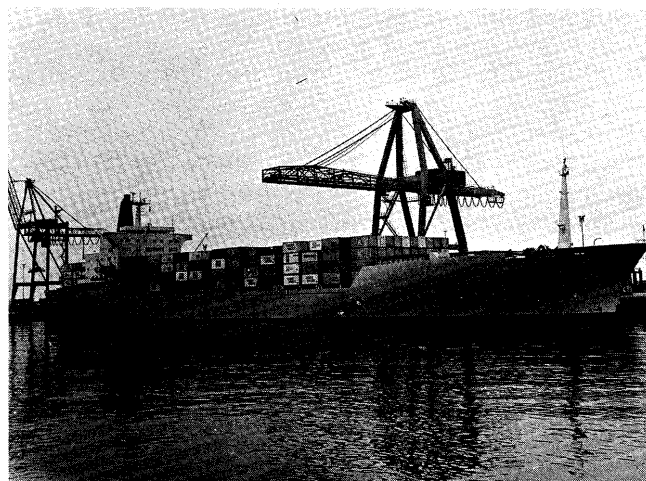
Rotterdam (Editors’ Note, Rotterdam Europoort Delta 75/2/e):—Rotterdam-Europoort has become accessible to vessels of even greater draught than before. By the end of April 1975 the green light was given for ship of 68 feet draught. Taking into account the fixed keel clearance, these ships are now able to enter Europoort in 75 percent of the theoretical tides around high water.

The deepening of the mouth is good news to the users of Rotterdam Port and for the Port Management. It not only means that ships of greater draughts up to 68 ft. can enter, but also provides a possibility for a considerable increase in the frequency of calling tankers in the 62-65 ft. range and is therefore a major improvement in the capacity of the entrance to Europoort.

The decision to make the channel deeper to enable 68-foot vessels to enter conveniently and safely was made at the time after a study of shipbuilding programmes. The aim of the decision was to guarantee Rotterdam’s position as an oil distribution centre, while the growth of ore tankers was also taken into consideration.

The Government Public Works Department is meanwhile engaged in a study to find out the actual need for keel clearance of the big vessels. When the results of the study are known, it will be seen whether further steps are required. The attainment of the 68-ft. depth was good news for Rotterdam. The news had been delayed because it appeared in mid-January 1975 that a silt threshold had suddenly formed off the Europoort mouth. Sounding data indicated a need for temporary restrictive measures. For the time being only vessels of 63 ft. draught could be admitted.

The emergence of the silt cloud was attributed to a number of exceptional factors, such as a high rate of discharge by the river and the constant stormy weather during the last few months of 1974. When soundings could be resumed at the late date of January 15 as a result of the bad weather, the presence of large volumes of water with a high silt concentration made it necessary to impose a temporary limit on the draught of vessels destined for Europoort. The restriction was inconvenient for Rotterdam, which was waiting for an expansion of its accessibility, from 65 ft. to 68 ft. The measures made it necessary for a number of deep-drawing tankers which were en route for Rotterdam, to unload part of their oil elsewhere before



Container terminal in Rotterdam



A busy general cargo quayside at Port of Rotterdam

proceeding to Rotterdam.

As a result of intensive and extra dredging it was possible to ease the restriction up to 64 ft. draught as early as February 3, and to 65 ft. and in favourable circumstances even to 67 ft. on February 11.

On April 28, however, the goal was reached: let the 68-footers come. Rotterdam-Europoort was ready to receive them.

Seminar on port management

Rotterdam (Rotterdam Europoort Delta 75/2/e):—An international study meeting was organised for the 11th time in Holland by the International Courses in Hydraulic and Sanitary Engineering Institution of Delft, in co-operation with the Netherlands Universities Foundation for International Co-operation (NUFFIC) in The Hague.

For a period of five weeks—from April 14 to May 17, 1975—39 port experts from 18 countries, of which 37 came from 16 developing countries, met in Delft, Amsterdam and Rotterdam to discuss port management problems. The seminar, in which the Rotterdam and Amsterdam port authorities also co-operated, also studied the subject of handling ships in the ports. These costs have a crucial impact on world commerce.

Two weeks were devoted to theoretical matters. During

this period the participants exchanged information about their own situation and problems. The other three weeks were used to pay working visits to the ports of Rotterdam and Amsterdam; some ports in England and France were also visited. The seminar was held on the initiative of the International Technical Aid Directorate of the Dutch Foreign Ministry.

The International Courses in Hydraulic and Sanitary Engineering Institution, of which professor ir. L.J. Mostertman is director, organises training programmes in the field of hydraulics, hydrology, sanitary engineering and environmental science and technics for the benefit of overseas engineers, mainly from the developing countries.

\$ 50 M. port development

Brisbane, Australia, August 5 (Press Release from Port of Brisbane):—Brisbane's proposals to spend \$50 million on port development had created wide spread interest overseas, the General Manager of the Port of Brisbane (Mr. F.M. Wilson) said today. Large international shipping lines saw the move as "timely and far seeing", he said.

"Some of the most influential shipping people in the world have told me personally that if we carry through with the plans that have been outlined, we can reasonably expect that Brisbane will more than maintain its standing as a major overseas port for Australia," he added. "I believe we will do a lot better than we have done in the past".

Mr. Wilson said shipowners—particularly in the container trade—were faced with heavy investment costs. It was important to them that delays in port be reduced to a minimum and this could only be done by providing modern, first class facilities. Some of the delays and cost factors occurring in Brisbane were not acceptable and they should be eliminated as far as it was economically possible to do so.

Mr. Wilson gave this assessment on his return to Brisbane following a four week overseas tour which took in the United Kingdom, Europe, United States and Japan. He conferred with the top executives of twelve shipping lines, all of which have trade links with Brisbane. During these talks he outlined the Port's broad aims for the development of new port facilities on The Fisherman Islands, at the mouth of the Brisbane River.

Also involved in the discussions was Mr. R. Downham, who is the Project Director for a Port of Brisbane master plan study, recently commenced by the consultant engineers, Rendel and Partners. Mr. Wilson said the conferences had resulted in a very worthwhile exchange of views which would benefit everyone concerned.

"From our point of view we now have a better appreciation of the likely trade movements of the future and what the shipowner will need in the way of port and back up facilities", he said. "This is the sort of information which will be assessed as part of our port study so that the final result will be acceptable to all port users", he added.

The study, costing \$400,000, was announced in April. It is expected to take at least until the end of the year when final recommendations on the master planning will be made.

Tremendous boost at dock

Brisbane, Australia, August 5 (Press Release from Port of Brisbane):—Ship repair and docking facilities at the Port of Brisbane Dockyard, Cairncross have received a tremendous boost with the installation of two new gantry cranes.

One of the cranes (of 30 tonne capacity) is sited on the dock's fitting out berth and already is operating efficiently. The second crane (of 50 tonne capacity) has been positioned at dock side and is expected to lift its first test weights in the near future.

The total cost of the cranes is more than a million dollars and they represent the final stage of a modernisation and improvement programme, begun at the dock five years ago and costing more than \$9 million. With the jib raised, the 30 tonne crane reaches 78.32 metres into the air. Previously, all lifts at the berth had to be handled by a six tonne luffing crane, by ships' gear, or by hired cranes.

General Manager of the Port of Brisbane (Mr. F.M. Wilson) said the 50 tonne crane had been placed at dock side in such a manner that if widening of the dock occurred at some time in the future, the work would not disturb the crane or interfere with its operation.

Mr. Wilson said the widening of the dock to accommodate 150,000 d.w.t. ships was desirable and had received serious consideration in recent years. At the moment Cairncross could accept ships up to 85,000 d.w.t. and was recognised internationally as the ship repair centre of Australia.

New cargo tonnage record

Brisbane, Australia, August 5 (Press Release from Port of Brisbane):—The Port of Brisbane set new cargo handling tonnage figures during 1974/75. Total was 8,557,000 tonnes—made up of 3,048,000 tonnes in exports and 5,509,000 tonnes in imports. Overall, this is 4% higher than in 1973/74.

General Manager of the Port of Brisbane (Mr. F.M. Wilson) said the result was good despite some factors which had caused concern at various stages of the year. These included the continued depressed state of the meat export market and the down-turn in general business activity. Against that background the port still had managed record results, he said.

It confirmed the projections which had been made for the port's trading future. Mr. Wilson said exports of general cargo increased by 21% and general cargo imports by 13%. Total container traffic increased by 3% consisting of a 4% increase in imports and a 1% increase in exports.

Wanton vandalism

Brisbane Queensland, Australia, August 19 (Press Release from Department of Harbours and Marine):—Queensland's marine authorities are seething with rage over the increasing incidence of deliberate damage to navigational lights and beacons throughout the state. They estimate that 20% of all damage to navigational aids is the direct result of wanton vandalism. And—one of the worst places in Queensland for this behaviour at the moment is the Rockhampton district.

So many complaints have been made from the area that one of the senior officers of the Harbours and Marine

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$$c^2 = b^2 + a^2?$$

Exactly. The square on the hypotenuse equals the sum of the squares on the other two sides. You see NKK is a kind of right-angled triangle insofar as it has three sides to its business, and the activities of two of them are closely related to those of the third.

Thus the world's sixth largest shipbuilder occupies

one side, with heavy industries on the second side and steelmaking on the hypotenuse...three NKK divisions converging at an angle but working in parallel.

Sharing their individual expertise, they have helped to mould NKK in its present form—a strong, rectilinear structure and the world's fifth largest steelmaker.

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Department (Captain P. Fegan) made a special trip to investigate the problem.

Acting Portmaster (Captain B. Whiteman) said: "Captain Fegan collected enough evidence to make your hair curl. One of the navigational aid lights found to be inoperable had 20-25 bullet holes in it. What sort of irresponsible people would do this sort of thing? It's beyond my comprehension. It is only a question of time before a ship is wrecked—or worse still, someone is killed—because a light is out. Of all the crazy things that people are capable of doing on the water, the destruction of navigation aid lights and beacons must be the height of absolute stupidity. We are appealing to every decent boat owner—everywhere in Queensland—to keep their eyes open for this type of irresponsible behaviour".

Captain Whiteman stressed that the department was not asking people to "Stick their necks out" or risk injury in any shape or form. All the department wanted was "the tip off". "After that, we will track down the culprits, and prosecute to the limit of the law", he added.

Captain Whiteman said the Marine Act provided for a penalty of up to a years gaol and/or a maximum fine of \$400, plus the cost of repairing the damage. This could be up to \$6000 for one light.

Plans for next 5 years

Melbourne (Port of Melbourne Quarterly, April-June, 1975):—In his foreword to the Port of Melbourne Development Plan the Chairman, Mr. A.S. Mayne, said: "Although the Forward Development Plan sets down guidelines for the longterm development within which the total growth of the port will take place, rapid changes in cargo volumes, cargo handling techniques and the design of ships make prediction difficult. The Trust is particularly concerned with development over the next five years, probably the maximum period for which port requirements can be forecast with reasonable accuracy."

Planned developments have always been part and parcel of Trust policy and this firmly held belief by its Commissioners, Administrators and Engineers of providing facilities to meet the ever-changing development occurring in the international maritime markets has placed us in the position of being one of the world's leading container and ro-ro ports today.

In keeping with the policy of plan developments for the Port of Melbourne, the Trust recently released its Capital Works projects, which will cover the next five-year period 1976-1980.

These are as follows:

- Two additional 275 metres (900') container berths at Swanson Dock.
- A third twin lift container wharf crane at East Swanson Dock for common user usage. Seatainer Terminals Ltd. have also ordered an additional container crane for the West side.
- Reconstruction of the general cargo berth, No. 24 Victoria Dock.
- Construction of a general purpose berth at Webb Dock.
- Reconstruction of 16-21 Victoria Dock, to cater for general purpose ships.
- Deepening of the river channels to 12.8m (42') as

required over the next few years.

- Demolition of a section of the Central Pier at Victoria Dock and widening of the entrance to Victoria Dock to permit the entry of larger ships to that area.
- Construction of a new Harbor Control Centre.
- Development of Moonee Ponds Creek area to provide access between Port areas and create additional back up land.
- Reconstruction of the Williamstown Workshops and Slipways Jetty to provide greater efficiency to our Floating Plant.

The planned port projects strike a happy balance between new construction works for the specialised modes of the maritime industry and reconstruction and modernisation of conventional berths considered inadequate by international standards.

A major hurdle to be overcome will be the provision of finance to enable the Port to meet the planned expansion. In the meantime, the Commissioners have requested the Government to approve a loan allocation of \$13 million for the year 1975-6 and it is hoped that the Government will recognise the urgency of this request.

Improving statistical system

Melbourne (Melbourne Harbor Trust Port Gazette, June, 1975):—An improved system of collecting and collating statistics regarding trade and other shipping information, code named COBIS 1, is to be introduced by the Trust on July 1st.

The statistical information currently produced was not considered sufficiently flexible to provide management with the necessary data for making and arriving at decisions regarding future planning and controlling operations in the Port of Melbourne.

COBIS 1, designed as a computer data base, will be completely flexible in the recording and retrieval of information. The form and content of information output from the computer is not restricted to standardised reports but can be varied to meet individual user requirements.

Approximately 100 separate items of data will be recorded for each ship berthing in the Port. These can be grouped into five broad classifications:

- Operations Data
(details of ships' arrivals, departures and operations relating to the loading and discharge of cargo.)
- Commodity Trade Data
(details of cargo loaded and discharged including type, origin, destination, etc.).
- Revenue Data
(revenue occurring from wharfage, tonnage and berthage for each ship.)
- Ship Attributes
(technical details of ships.)
- Berth Attributes
(technical details of berths.)

The Research Section will be responsible for collating and coding all data and for its input to the computer via two remote keystations located in the Section's new office on the ground floor in the Port Authority Building.

The three main functions of COBIS 1 consist of:

- Data Collection.
- Data Storage.
- Data Retrieval.

(Continued on Next Page Bottom)

Training Centre in Port

Melbourne (Melbourne Harbor Trust Port Gazette, June, 1975):—The Commissioners of the Melbourne Harbor Trust have "invested" \$20,000 in a joint venture which is aimed at improving the overall efficiency of stevedoring operations in the Port of Melbourne as well as other Australian ports from Cairns to Perth.

The Trust agreed to assist materially in the project following an approach by the Association of Employers of Waterside Labour to the Commissioners for the establishment of a central training centre for Waterside Workers.

The need for such a project has been proven in many ports overseas and it was felt that a scheme, as envisaged, could only result in greater efficiency, uniformity and a greater appreciation of safety awareness with a consequential reduction in accident statistics in regard to men, equipment and merchandise.

The most pressing need was for training deckmen, crane and winch operators, and mobile equipment drivers, and for the construction of a land ship.

Largely because of its geographical location, it was decided that the project should be located in the Port of Melbourne, and approaches were made to the Melbourne Harbor Trust Commissioners who made available an area at No. 6 North Wharf.

A firm of design engineers, Anziel Pty. Ltd., was approached by A.E.W.L. to provide plans and construction details of the rig to be erected on the apron of No. 6 North Wharf; the choice of this organisation being influenced by the fact that they had some years previously designed the training rig now in use in Auckland, New Zealand. The Melbourne Harbor Trust offered a 3-tonne electric Portal crane and carried out preparatory work on piling, electric power, the provision of a reinforced concrete pad as a foundation for the units and renovations to the shed at No. 6 North Wharf to provide offices, amenities and lecture room. The V.G. Swanson is to be used by A.E.W.L. to erect the Samson Posts for the training rig after having placed the 3-tonne crane in position.

The State Shipping Service of the Western Australian Coastal Shipping Commission offered to contribute two electric winches and converters, plus two steel derricks. Initially the provision of a cargo hold 12.2 m long, 7.6 m wide and 4.6 m deep was envisaged, however, at a later date it was decided to extend the hull by a further 3.6 m on the upstream end in order to provide a generator flat or engine room.

At The downstream end will be two Samson Posts 12.2 m high above deck level; at the foot of these will be located the first two winches. Derricks will be rigged in union purchase with provision for use as a swinging derrick with topping lift; at a later stage space for two additional

To ensure that the new system will operate successfully, senior Trust officers involved in the functioning of the system have been consulted on all aspects of system designs, and the Trust is confident that COBIS 1 will be making a valuable contribution to the Port's management.

winches will be available at the opposite end of the deck, enabling steam guys to be rigged if this is found desirable.

Access to the hold will be through a hatchway 7.6 m long and 4.8 m wide fitted with hatchbeams and steel slab hatch covers; access to the weather deck to be effected by a conventional accommodation ladder. The inshore side of the rig will be fitted with two ship-side doors 3.6 m x 2.4 m, allowing side port loading or forklift truck entry to be carried out.

Lighting is being provided on a shipboard basis in order that if necessary training may be carried out during the hours of darkness.

Early in 1974, a federal officer of the A.E.W.L. Training and Accident Prevention Division was appointed in Melbourne in order to carry out liaison between the Melbourne Harbor Trust Commissioners, the design engineers and the Association of Employers of Waterside Labour.

Whilst the rig on its own has a length of 21.9 m the adjacent shed with an area of 92.0 m by 15.0 m and a wharf apron with a length of 130 m will provide space for the training of personnel away from or in conjunction with the rig.

To this end, A.E.W.L. have already purchased the first 8000 lb. forklift truck and various employers have provided gear in the form of pallets, stages, containers, etc., all necessary in the process of training mechanical operators.

Work in the area was commenced by the Melbourne Harbor Trust in October 1974 with alterations to office accommodation; early in 1975 work commenced on the wharf apron with repairs to piling and decking, followed by the pouring of a reinforced concrete pad. At the time of going to press some steel sections are on site and erection is expected to commence in a matter of days with the completion of the first stage later in the year.

Accommodation for interstate trainees is situated in North Melbourne at a convenient distance from the training area with easy access to the city during leisure periods.

Port growth assisted by power network

Townsville, Queensland, Australia (article by The Townsville Regional Electricity Board in page 11, Townsville Daily Bulletin dated Friday 7th February, 1975):—As a service centre and outlet for export products, the Port of Townsville must be considered the nucleus of the North Queensland region.

As the port must cater for increased production activity within Townsville's hinterland, so too must the Electricity Board increase its network to ensure availability of supply for any commercial or industrial undertaking within its region.

The Townsville Regional Electricity Board serves an area of 264,442 square kilometres and its boundary can broadly be identified by the cities of Ingham in the north, Bowen in the south and Julia Creek and Winton in the west.

First established in 1946, T.R.E.B. has developed into a

highly efficient organization with an annual income in excess of \$14,600,000.

The Board draws power for its Coastal Division from the Northern Electric Authority of Queensland through bulk supply points at Ingham, Townsville, Clare and Collinsville and for its Western Division from its own generating station at Hughenden.

46,219 Customers

About 46,219 industrial, commercial, rural and domestic customers are supplied through a network of 9,043 kilometres of line, and a total of 478 million units of electricity was consumed in the 1973/74 financial year.

It is estimated that 98 percent of the population within the Board's region is connected to reticulated electricity.

A recent challenge to the ingenuity of T.R.E.B. engineers was the provision of bulk supply to service the Greenvale open cut nickel mine site and adjacent township, 225 kilometres west of Townsville.

The problem was not one of generation but one of longdistance transmission over extremely rugged terrain.

Within eight months construction time, a 66kv transmission line of 138 kilometres linked the take-off point near Ingham to a new sub-station at Greenvale.

There is no doubt that T.R.E.B. is geared for regional development.

The development potential for the Northern Region is limited only by the imagination.

Unlimited potential

Markets for sugar grown on the fertile coastal plain are not unlimited and whilst some diversification of crops persists on a small scale, large scale efficient farming of cotton, oil seed, grain crops (including rice and sorghum) and fodder crops for cattle fattening promises a tremendous future for the local primary industry.

Apart from resources currently being utilized within the area (such as coal, copper, lead, zinc, nickel, salt), high grade rock phosphate at Duchess, shale oil at Julia Creek, and natural gas at Palm Valley have yet to be exploited.

The trend has been set by Mount Isa Mines Ltd. and Queensland Nickel Pty. Ltd., both companies having established refineries in the vicinity of the Port of Townsville for the processing of ore mined in the west of the region.

With substantial capital investment, all mineral resources may be processed within the region, much of the refined product being utilized by local export manufacturers.

The harnessing of the Burdekin River for water supply, irrigation and power generation purposes and the provision of an international airport at Townsville are realistic projects promising a tremendous future for the region.

The Board keeps constant watch on all expansion projects and T.R.E.B. engineers are intimately involved with forward planning of the development of the region. Electricity sales to industry increased by 12.4 percent in the past financial year, highlighting the unprecedented demand by this sector for electric power.

Stable tariffs

Any company contemplating establishment in the Townsville area and developing with the region is assured of ample power supplies.

Representative of overall tariff trends, the cost per unit of electricity per domestic consumer has remained relatively stable over the past 12 years.

Weekly earnings have soared and consumption per consumer has increased by 73 percent over the same period.

Commercial and industrial supply is available under various tariff categories: commercial and industrial lighting, commercial and industrial power and heating, commercial electric cooking, industrial all purpose two part demand—high voltage (minimum guarantee of 100,000kWh/month), and water heating.

Special rates also are available for the Primary Producer. Customers have the option, on application to the Board in writing, of being charged any of the tariffs applicable to their installation. By special agreement, supply may be given and metered at high voltage, however normal supply voltage is 480/240V 50 Hz a.c.

A far sighted and progressive organization, the Townsville Regional Electricity Board provides power for progress and development.

Summary of 1974 statistics

Nagoya (Nagoya Port News, July 1975) Despite the economic downturn around the globe, the latest Port of Nagoya statistics, just compiled for 1974, continue to reflect an encouraging, steady growth. Cargo handling volume and the tonnage of ships coming to call came in at all-time highs, showing definite gains over the figures for 1973. Here are the details.

Ships of Call

Ships visiting the Port in '74 numbered 55,287 and gross tonnage climbed to 101.5 million t. While ships were fewer (91.4 percent) than in '73, tonnage was 103.3 percent of the previous mark. Tonnage is beginning to climb ahead of ship numbers, the fewer vessels but greater volume indicating the recent trend to ever larger ships and single cargo. Foreign ships numbered 6,414 (70.85 million t) and domestic ships totalled 48,873 (30.65 million t). Some 450 full container ships came to anchor in Nagoya, 123 more than in 1973. Besides the PSW, PNW, Nakhodka (Europe via Siberia) and New York routes, other full container ship lines began serving the Port on the Guam, Taiwan, Singapore and Mediterranean (via New York) routes. The domestic ship figure contains 1,021 large ferries, which are obviously here to stay, judging by performance (100.1 percent of 1973 statistic).

Cargo Handling Volume

Cargo handling (87,999,778 t) in '74 outstripped '73 (83,999,711 t) by 4 million tons, a 4.8 percent increase. Foreign cargo was 42,324,102 t (48.1 percent) and domestic cargo was 45,675,676 t (51.9 percent) of this total. Foreign exports registered 12,916,781 (122 percent of '73) and imports from abroad totalled 29,407,321 t (109.6 percent of '73), of which 1,560,152 tons were containerized (up 32.3 percent from '73). Domestic cargo (45,675,676 t) breakdown revealed 14,251,653 tons outgoing and 31,424,023 incoming, slightly under the earlier figure (98.1 percent). Among this domestic cargo, ferry freight (5,602,042 t) also undershot somewhat the 1973 figure (91.9 percent). The Chart below gives in order the

import/export commodity breakdown, cargo volumes and the number of ships calling, for purposes of comparison.

New port distribution base

Nagoya (Nagoya Port News, July 1975):—It was in September of 1972 that Port of Nagoya unveiled plans to build a Distribution Base to cope with the flood of fast-growing cargo and recent containerization. This Distribution Base presently occupies 2.16 million square meters of land just next to the new NCB Container Terminal on West-4. Grouped together here are container freight station, warehouses, open-air freight storages, refrigerated warehouses, a truck terminal and lush green areas. Representatives of the Tokai Maritime Bureau, the Nagoya District Land Transport Bureau, Nagoya Port Authority and other organizations, both public and private, formed a Research & Survey Committee to provide guidelines for its construction of a centralized cluster of various facilities. Sales of plots commenced in December, 1973, and some container freight stations have already been built and put into action.

The base aims to be a consolidated seafront distribution hub and, secondarily, to serve as a focal point for distribution in the Greater Nagoya Metropolitan area. Today, when seagoing container transport is the main traffic on foreign liner routes, the cry is for facilities grouped closely and readily accessible to container terminals and featuring freight transfer, mixed loading, forwarding and storage. There is now an urgent need to improve area roads linking the distribution point with areas inland, so that it can be a center for Nagoya and vicinity. Under planning are Ring Road No. 2, the Nishi-Owari Central Road and Nagoya-Yokkaichi Highway No. 2. Once Ring Road No. 2 is finished, West-4 will be effectively joined with Kinjo Pier and the Central City (Nagoya), making the new Distribution Base at the Port even more accessible and advantageous.

Green areas in port

Nagoya (Nagoya Port News, July 1975):—Development of modern distribution facilities must never sacrifice everything to efficiency. These areas must be made into an attractive haven for workers and visitors alike. This is why present plans call for the Higashi-hama Central Green Area (150,000 m²), which is to be situated almost in the center of the new West-4 Distribution Base. This green oasis will have two sections, a quiet wooded area on the south and an attractive section on the north with a plaza for all kinds of relaxing activities. The south project (27,600 m²) will be begun this year. These green oases are sure to be a place where port personnel, seamen and everyone can relax. It won't be long before West-4 will be the breathing space that one and all will be heading for.

Second Extension takes shape

Kelang, Malaysia (Kelang Port Authority Berita Pelabuhan, April-June 1975):—Berth No: 6 no longer has a mangrove swamp as its next door neighbour.

The 300 acre-swamp is now buried under 4.4 million cu. yd. of sand and its level raised 10 feet as a result. What used to be economically useless land is now a beehive of activity as the \$200 million second North Port Extension begins to

take shape nine months after construction work started.

Filling of the development area which cost \$19.5 million is now completed and levelling of the ground is at the time of writing in progress. Sand for filling was brought from the Pintu Bar sandbank 12 sea-miles away by a dredger and pumped ashore through suction pipes at an average of 1,600 cu. yd. per hour.

Piling work in the container/general cargo wharves (near Wharf 6) are ahead of schedule by three months while that on the extreme northern end, the bulk cargo wharves is behind by 2 months owing to some foundation problems of the seabed there. The Resident Engineer however said that the delay will not affect the scheduled date of completion to any significant extent. The bulk cargo wharves are scheduled for completion by January–February 1976.

Piling is a major undertaking and will eventually cost \$60.5 million. As the area is swampland there is no rock at a depth of less than 300 feet and all heavy structures are carried on piles driven to layers of coarse sand which occur mostly at a depth of about 100 feet below low water level.

Altogether 2,800 prestressed concrete cylindrical piles ranging from 38 feet to 140 feet will be used. Each pile weighs from 16 tons to 28 tons and cost about \$8,000 emplaced i.e. including actual cost of the pile and the cost in driving it into the seabed. (If all the piles were laid end to end you would have 63 miles of them).

By the end of May, piling for the access bridges have been completed and concrete work for the bulk wharves are nearly finished.

Under the first phase of the project 3,500 feet of wharves will be constructed, the first section of which consists of 2,100 feet of general cargo/container berths. The first 1,050 feet will be completed in 1976 and the balanced of 1,050 feet in 1977.

The second section consists of 1,400 feet of bulk wharves to be used for bulk dry and bulk liquid cargo. The first 700 feet will be ready by the beginning of 1976 and the balance slightly later.

Three warehouses will be constructed, two will be on the back-up area behind the general cargo/container wharves and one will be built on the back-up area behind the bulk cargo wharves. Completion of the warehouse is expected to be in late 1976. Also scheduled for completion by the end of 1976 or early 1977 are 10 acres paved area for storage of containers.

New pilot office and fire station

Kelang, Malaysia (Kelang Port Authority Berita Pelabuhan, April-June 1975):—A pilot office costing \$300,000 and a Central Fire Station costing about \$450,000 have been completed.

The four-storey pilot office at the end of Wharf 14 in North Port will replace the existing pilot office at the passenger jetty in South Port. The building houses a general office, Pilot Superintendent's office cum pilots' waiting room and a control room.

The new office in North Port is more conveniently located and will further reduce the pilots' travelling time. Six fast pilot launches were recently added to the Authority's fleet at a cost of \$1.7 million.

The rapid development of Port Kelang has effected expansion not only in the Marine Department but in others as well. One of these is the Authority's Fire Services

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Department.

Increased traffic volume meant increased responsibility in industrial safety and to cope with this aspect of port operations, the Fire Services Department is being streamlined to deal with any emergencies which may arise.

The new Central Fire Station is part of the Authority's programme for better fire prevention and fire-fighting services.

The station has a 65-foot drill and hosedrying tower, four vehicle bays, a library, training yard, stores and workshop. It is strategically situated between North Port and South Port so as to enable firemen to meet any emergency in either port speedily.

The Fire Services Department which is also responsible for ambulance services now has two fire-engines, two trailer pumps, two static pumps and two ambulances. There are plans to purchase more equipment soon.

Tender approved

Karachi, Pakistan (K.P.T. News Bulletin, March 15th):—M/s. National Construction Company of Pakistan, in jointventure with M/s. Christian & Nielsen of Denmark, had submitted a tender for the construction of four shipping berths and two Transit sheds at Juna Bunder. This tender, after detailed scrutiny and examination, was finally approved by the Board of Trustees, K.P.T., on 6th March 1975, and is now being forwarded to the World Bank for their concurrence.

Record cargo handled in a day

Karachi, Pakistan (K.P.P. News Bulletin, April 15th):—The Karachi Port handled dry cargo 29,719 tons during course of a single working day ending 0800 hours on 1st April, 1975. This is highest ever tonnage handled at the Port.

The previous highest figure of dry cargo was 28,534 tons handled on 12th April, 1974.

Visitors from E.A.H. Corporation

Karachi, Pakistan (K.P.T. News Bulletin, April 1st):—Mr. J. Edward Abura, Chief Engineer and Mr. L.K. Barongo, Chief Personnel Officer of East African Harbours Corporation, recently visited Karachi Port. Both the officers held discussions with the K.P.T. officers on the various problems of the mutual interest. They were briefed by Mr. Mushtaq Ahmed, Ag. Chief Mech. & Elect. Engineer, K.P.T., on the Technical aspects of the Karachi Port.

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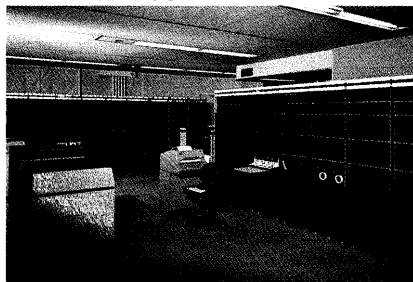
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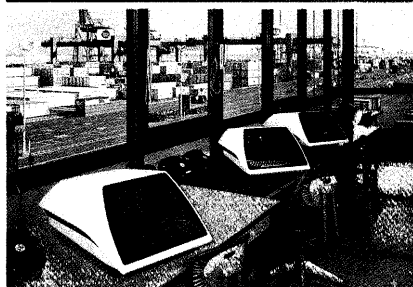
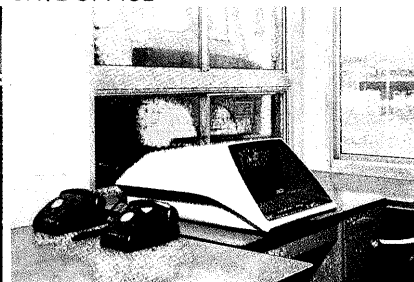
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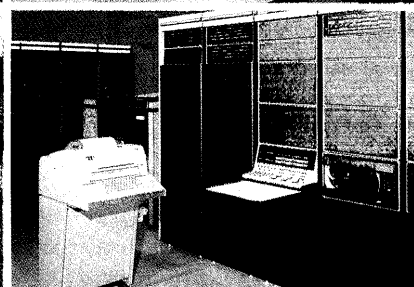
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