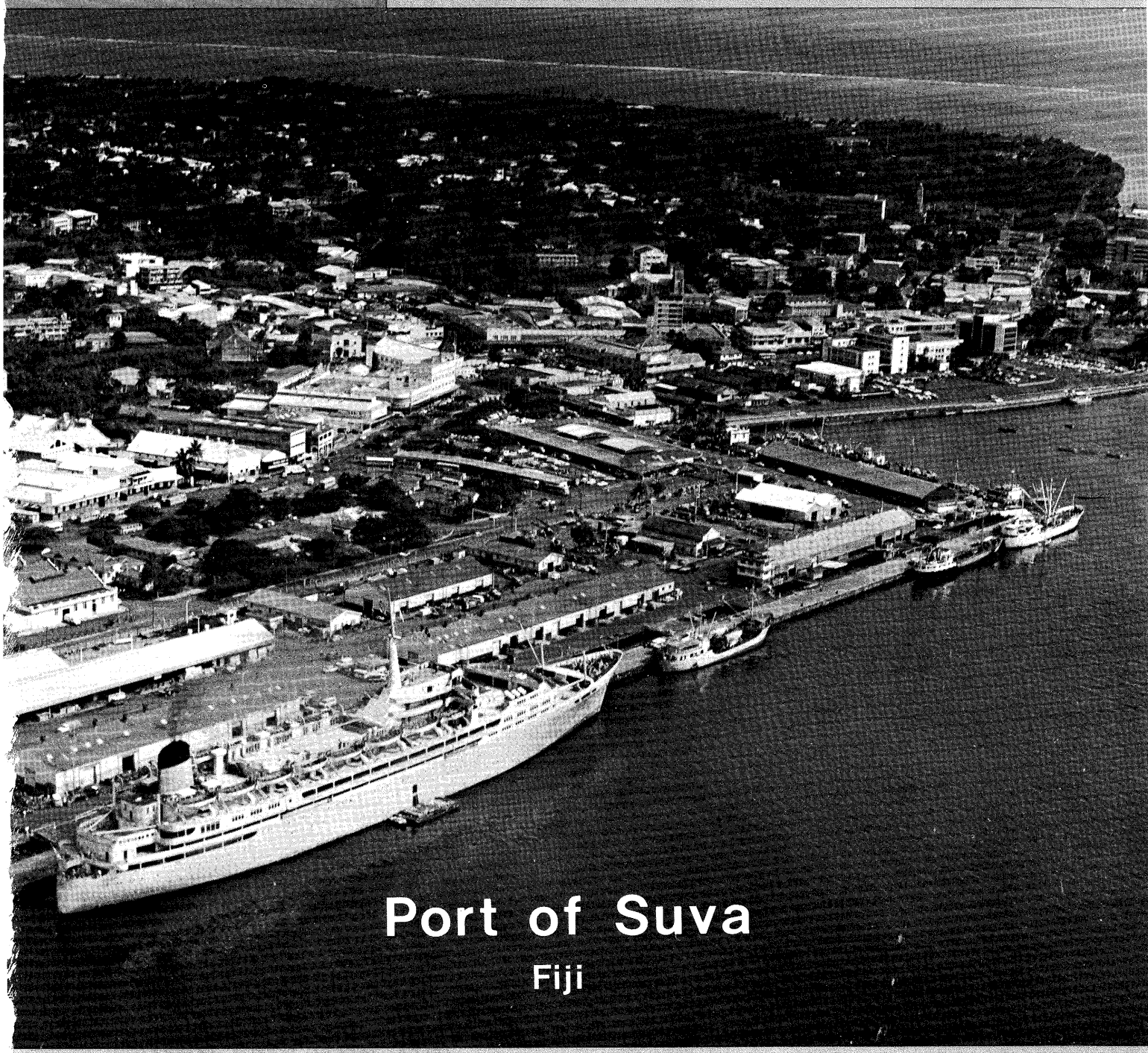
# PORTS and HARBORS

December, 1976 Vol. 21, No. 12



Port of Suva

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## IAPH Conference Houston April 1977

The Publisher: The International Association of Ports and Harbors

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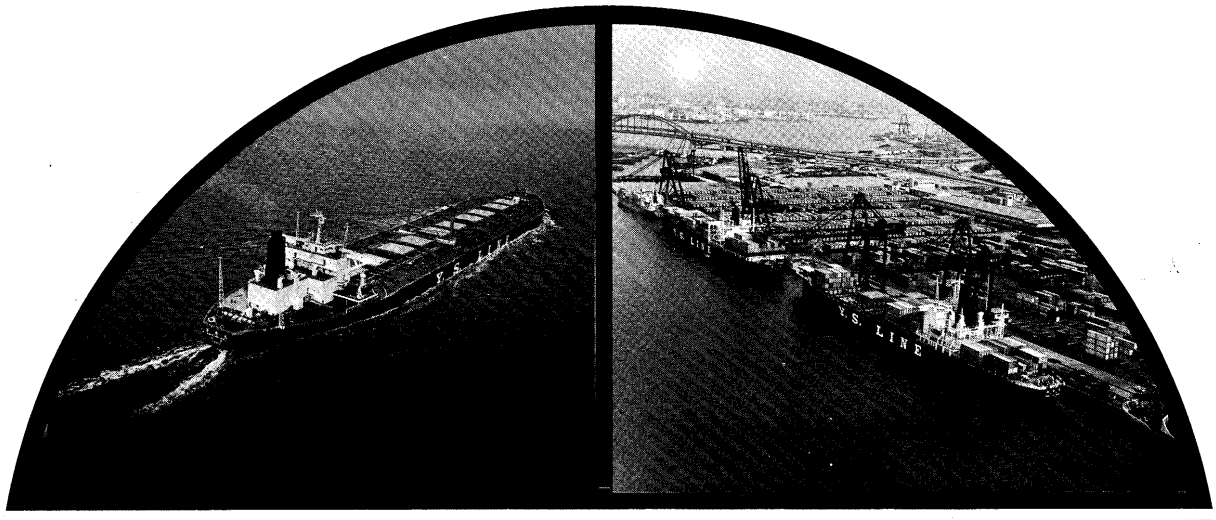

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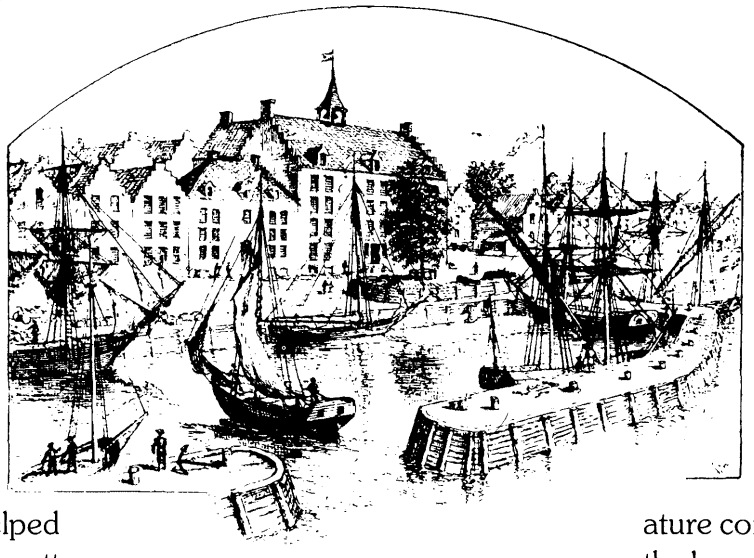

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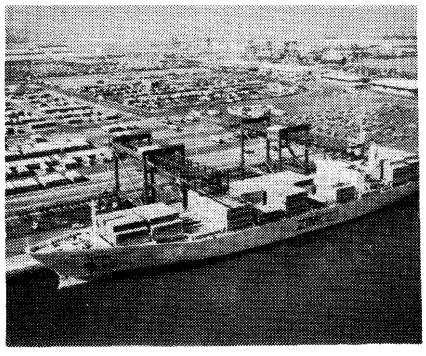

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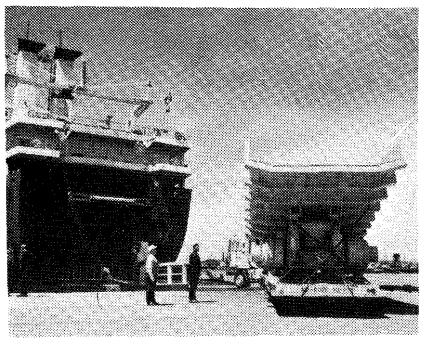

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# PORTS and HARBORS

Editor: Yoshio Hayashi

Published monthly by
**The International Association of Ports and Harbors**
N.G.O. Consultative Status, United Nations (ECOSOC, UNCTAD, IMCO)

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**December, 1976 Vol. 21, No. 12**

## CONTENTS



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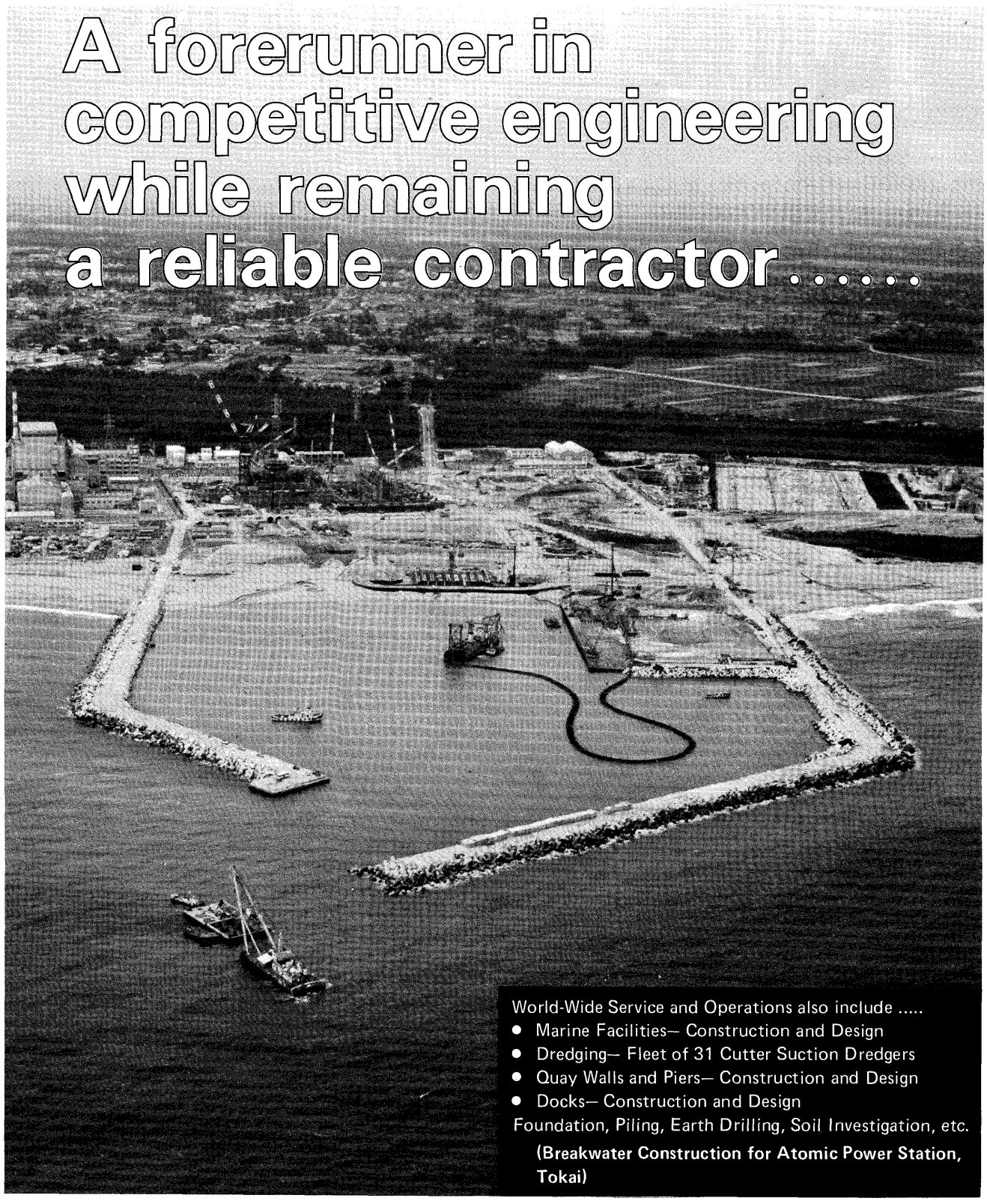

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PORTS and HARBORS

IAPH Head Office Announcements: Pages 7 ~ 9

# Papers to 10th Conference Invited

The IAPH members and the readers of this journal are invited to contribute papers to the forthcoming 10th Conference at Houston, April, 1977, on the subjects undermentioned.

Successful papers will be printed as conference papers and distributed among the delegation in convention.

All applications be addressed to the Tokyo Head Office in conformity with the following conditions.

1. Subject: Ports and Maritime Affairs–intermodal transportation, operation, administration, development, environmental problems, etc.
2. Closing Date: January 31, 1977 (Must reach before office is closed)
3. Length: 3,000–5,000 words
4. Language: English
5. Referential Materials: Diagrams, pictures and other insertions must be in black and white.
6. Manuscript and insertions should be in ready-to-print perfection.
7. A4 size is suggested.
8. Inclusion in the conference papers: Subject to the discretion of the Secretary General.

Active participation is looked forward to.

## Simultaneous Translation Service at Houston Conference

In conformity with the Sec. 33 of By-Laws, which reads "The language used at a Conference shall be the language of the country wherein it is held and English", the official language for the 10th Conference in Houston was decided to be "English" only.

However, the Executive Committee met in Curacao last April, conceded that the simultaneous translation services in other languages would also be provided by the host port, on request, provided that the fees necessary for such services should be paid by the interested party or parties.

Each national Director of IAPH is requested to get in touch with the host (Port of Houston Authority, P.O. Box 2562, Houston, Texas 77001, USA) in case this special arrangement is considered necessary for his delegation, as soon as possible but not later than the end of this year. (TKD)

## Vice President Altvater Stops at Tokyo

Mr. George W. Altvater, 1st Vice-President of IAPH and Executive Director of Port of Houston Authority, USA, visited this Head Office on October 12th for a liaison conference on broad matters pertaining to the 10th Conference. Secretary General Dr. Sato being out in Norway accompanying a Japanese governmental mission to the North Sea, Mr. Kinouchi, Deputy Secretary General, and staff members took part in the conference.

Mr. Altvater reported at the meeting, that the preparations were well in advance by the Organizing Committee leaving no question unchecked except for how big a delegation they would be welcoming to Houston next April.

On the evening of October a reception party "Houston Night" was given by Mr. Altvater and representatives from shipping and trading companies were invited. A film of the bustling and constantly expanding Port of Houston–the site of our next Conference–was also shown.

Accompanied by his wife, Mr. Altvater was on the way to New Zealand and Melbourne, Australia to represent IAPH at the annual conference of the Australian Port Authorities Association. (TKD)

## The First Award of IAPH Bursary Goes to Mr. Mzee, East African Harbours Corp.

*Mr. Sven Ullman, Chairman of the Special Committee on International Port Development (Port of Gothenburg, Sweden) recently announced that Mr. Abdulla Mohamed Mzee, Administrative Assistant (Management), East African Harbours Corporation, Kenya, was chosen as the first recipient of the IAPH Bursary for port training.*

*Following the announcement of the bursary scheme in the November 1975 issue of "Ports and Harbors", all applications had been carefully examined by the Committee, and the decision upon Mr. Mzee was finalized with the official approval of the President Howe Yoon Chong.*

*Authorized by the President, the Secretary General disbursed US$2,500 from the IAPH Technical Assistance Fund at the beginning of October to the Chairman of the East African Harbours Corporation, as provided in the conditions for the award of bursaries.*

*Mr. Mzee (38) is now attending a twelve-week taining course on "Port security" run by the Port of London Authority Police Force. After completion of the course he will report on this training for this journal.*

*In response to a request from IAPH Secretariat, Mr. P.D. Kenward, General Manager, PLACON LTD, the organizer of the training course (a wholly-owned subsidiary of the PLA) of which Mr. Mzee is a trainee, recently wrote to this Head Office portraying the training course as follows; (TKD)*

The course, which commenced on 27th September 1976, is designed to provide comprehensive basic training in all main aspects of port policing and security. The syllabus covers, in some detail, the powers, duties and procedures of the Port of London Authority Police Force, one of the oldest established and most experienced forces in the world. Where appropriate, topics are discussed in relation to comparable situations in other ports. Subjects include role of the port police force; police powers and duties; practical policework and procedures; conventional cargo and unit load security; dangerous and hazardous goods; drug control; crime, accident and fire prevention; laws and bye-laws; types of offence; criminal investigation; crime reporting; statement taking and preparation of cases for court; prosecution; documentation; liaison between uniform branch and CID and relationships with port management. Instruction is also given in techniques of first aid, life saving and self defence. The course incorporates a number of outside visits to such places as the Central Criminal Courts, magistrates courts and New Scotland Yard.

The course being attended by Mr. Mzee is one of a number of security courses run regularly by the Port of London Authority Police. These range from two to twelve weeks duration and are designed to meet the requirements of senior, middle and junior rank officers. Recent security courses have been attended by participants from Ghana, Nigeria, Liberia, Kenya, Oman, Dubai, Saudi Arabia, Qatar, Bahrain, Indonesia, Malaysia, Hong Kong and Venezuela.

These courses have all been arranged through Placon Ltd., a wholly owned subsidiary of the Port of London Authority, set up in 1973 to make available, by means of training and consultancy, the Authority's experience and expertise in all main aspects of port management and operations. In addition to security training, Placon offers courses in subjects such as port management and operations, ship loading, marine chartwork and radar, instructor training and manpower management.

In the consultancy field, Placon provides a professional service to organisations requiring expert advice and assistance in matters associated with the ports industry. A variety of assignments have been undertaken both in the United Kingdom and abroad, including such countries as Nigeria, Mexico, Egypt, Australia and the Sultanate of Oman.

## IMCO Reports on Technical Cooperation Committee

*Mr. A.J. Smith, IAPH Liaison Officer with IMCO reported on the meeting of the Technical Cooperation Committee of IMCO held during the 4th and 5th October, 1976.*

*Full text of his report follows: (TKD)*

The Thirteenth session of the Technical Cooperation Committee was held in London on 4th and 5th October, 1976, under the Chairmanship of Captain Tardana (Indonesia).

From reports made to the Committee it is evident that there is an increasing interest and involvement of developing countries in maritime affairs. The membership of I.M.C.O. for instance now stands at one hundred and a high proportion of these states have indicated their urgent need for technical advice.

The efforts of I.M.C.O. meet this ever growing need for advice is demonstrated by many visits of I.M.C.O. staff members, experts and consultants to may countries to advise on technical cooperation matters. These visits of course support the work of I.M.C.O.'s Regional Advisers centred in Africa, Asia and Latin America and also its Inter-Regional Advisers in Maritime Legislation and Maritime Safety Administration.

With this wealth of willing assistance, developing countries should be able to identify their needs for assistance in the maritime sector and to set about satisfying these needs through I.M.C.O.'s technical assistance programme.

## IAPH Membership Directory 1977

The Membership Directory 1977 was dispatched to all members from Tokyo at the end of October.

Regular Members and Associate Members of Grade One of Class A, Class B and Class C are entitled to receive 3 copies, Grade Two of Class A Associate Members, 2 copies, and other members, 1 copy per unit.

If members wish to receive additional copies, they are available at US$5 per copy including surface mailing charge.

The distribution of the Membership Directory is limited to its members only. (TKD)

## Mr. Ben E. Nutter in Tokyo

On the morning of October 26, Mr. Ben E. Nutter, IAPH Executive Committee Member and Executive Director, Port of Oakland, Calif., USA, and four Port Commissioners accompanied by their Far East Representative Mr. Shoichi Kuwata, visited the Head Office and were met by Dr. Sato, Secretary General.

The Oakland delegation was in Japan from October 23rd to 26th, during which the party was meeting the people of shipping companies here.

On the morning of October 27th, a press conference was held at Palace Hotel, Tokyo. Mr. Nutter's statement delivered at the press conference is reproduced in this issue. (See Page 27) (TKD)

## Delegates from Port of Gothenburg visited S.E. Asia

Led by Mr. Tage Nyström, Chairman of the Harbour Board, the delegates of Port of Gothenburg, comprised of people from various business interests; municipality, port administration, stevedores, forwarders, traders, manufacturers, industrialists and journalists, visited in October ports of Kelang, Singapore, Hongkong, Yokohama and Tokyo during their 16 days of Business and Study Tour to the Far East.

The delegation, ninety five delegates and fifteen accompanying ladies, was organized by the Port of Gothenburg to provide those people who were related with the port industry with the chances of studying various aspects of trade industries in this part of the world, as well as for the promotion of business chances.

On October 27 and 28, the delegates visited ports of Yokohama and Tokyo and were met by port officials respectively. Experts engaged in the port operation and

planning for industrial development received a special lecture from Mr. Eiji Kosaka, Deputy Director, Planning Division, Bureau of Ports and Harbours, Ministry of Transport, about the industrial development in the waterfront areas in Japan. Also included in the experts' meeting was the presentation of the computerised container operations system at Ohi container complex in Tokyo by Mr. Sakai of Mitsui Engineering & Shipbuilding Co., Ltd.

Participated in the experts' meeting were:

Mr. Bengt Weide, Manager Planning & Development, Port Administration
Mr. Anders Bohlin, Traffic Manager, Port Administration
Mr. Lennart Bergfelt, Legal Advisor, Port Administration
Mr. Olof Euren, Marketing Manager, Port Administration
Mr. Leif Carling, Public Relatios Manager, Port Administration
Mr. Per-Eric Nilsson, Mechanical Engineer, Port Administration
Mr. Gunnar Jansson, Manager, Planning & Development, City Planning Office
Mr. Roland Olsson, City Secretary

Mr. Masatoshi Kinouchi, Deputy Secretary-General, received the experts at the IAPH Head Office on October 28, 1976. (rin)

## I.C.B. Meets in November at Hamburg

Recently Secretary General Dr. Sato received a letter from Mr. J. Martial, President of ICB (International Container Bureau) inviting IAPH Members to a Forum on the subject:

"In search of better organization in container transport, particularly with regard to its integration into international intermodal traffic".

The meeting will be held on Friday 19th November, 1976 at 2:30 p.m. during the Hamburg International Exhibition, "TRANSPORT-AUSSTERLLUNG INTERNATIONAL" (16th to 20th November, 1976).

Mr. Martial, ICB President says in his letter "I should be most pleased to welcome you at this function, which is attended, at the invitation of ICB, by many companies and leading figures concerned with containerization and combined transport". (TKD)

## Mr. E. Willimson, UNCTAD to sit in Panel No. 3

Mr. Robert Boeuf, Chairman of Panel No. 3–Port Contribution to International Trade and Development, informed us that Mr. E. Williamson, Chief of Ports Section, Shipping Division, UNCTAD would take a part as a member panelist in his Panel, accepting an invitation expressed by Mr. Boeuf. Mr. Williamson is as reported already a member of Panel No. 1–The Problems of Port Congestion, under the chairmanship of Mr. Tukur of Nigerian Ports Authority. (rin)

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Seoul, Korea
Telphone: 66-5751 ext. 871.
(Management Consultant)

Mr. Bohdan Nagorski (Class D)
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Phone: (212) 777-6196
(Port Consultant, Writer on prot problems)

**Changes in the Board of Directors**

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Mr. Koichi Yata (formerly: Mr. Yoneji Hato)
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Season's Greetings and Best Wishes for
A Happy New Year

IAPH Head Office
Secretary General and Staff

# Outline of the New 5-year Investment Program for Ports and Harbors of Japan (1976—1980)

*Ministry of Transport, Japan, recently announced that The 5th 5-year Investment Program for Ports and Harbors which had been submitted to the Japan Port Council on September 20th, 1976, was duly approved by the government for execution.*

*Convinced that the paper might also be of interest to the IAPH members and readers of this journal, the Secretariat in Tokyo translated into English what was originally prepared in Japanese. While the translation may not be quite identical in technical terms, we believe the following would be sufficient to help the readers gather the general idea of them. (Head Office)*

## I. Introduction

As ports of Japan constitute an important infrastructure to maintain the national transportation, industries and people's daily lives, playing an indispensable role in keeping up healthy growth of national economy, the government of Japan devised several 5-year investment programs in the past and pushed on their executions. The requirements over ports in future would be even more pressing and diversified, as the rationalization program proceeds further in terms of containerization, regional economic promotion et al, on the premise that ports function as the key instrumentality to provide the foundation for industries and people's lives, and secure the safety of ships' navigation and the improvement of environment in ports and adjacent areas.

Under these circumstances, to execute necessary improvement and development of ports in full swing and in good order, the government has decided to work out a new 5-year investment program, starting in 1976, and the Cabinet gave its preliminary approval on March 12th, 1976, to the intended investment shown as follows:

| | |
|---|---|
| Improvement and development of ports and habors per se | ¥2,280 billion |
| Disaster recovery and purely independent local investment, etc. | ¥340 billion |
| Improvement and development of super-structures and facilities | ¥280 billion |
| Adjustment reserve | ¥200 billion |
| Total: | ¥3,100 billion |

## II. The Guiding Principles of the Program

To be responsive to and to meet various situation, such as increase and diversification of traffic demands at ports and harbors in the latter part of Ninety-seventies; necessity to facilitate switching carriage of goods to marine transportation as much as practicable because of increasing scarcity of energy and land space; necessity to maintain vitality of the economic society and ensure long-term stability of it; necessity of settling down population and industries spread in rural district as much as possible and ease the pressure of urban concentration, especially to megalopolises, leading to desirable regional structural improvement; necessity of making port and adjacent area marine environment more agreeable, conserving good environment and furthering precautionary safety measures protecting from disasters; it is proposed that stresses of the program should be put upon the following;

1) Improvement and development of foreign trade base ports to secure smooth flow of goods and stabilized supply of materials, the same for domestic trade ports which can serve as key bases of inland cargo traffic, aiming at forming an integrated intermodal transportation system, are to be carried out.

2) Improvement and development of local and small island ports in order to level up regional people's living and to promote local industries, are to be carried out and the same on ports which can serve as foundations for indigenous industries or to invite new industries fit to regional specialities at respective regions. Development of new industrial ports, where key industries can set foot anew, to secure stabilized supply of basic materials, and keep long range stabilized economic growth of this country.

3) Conservation and improvement of break-waters and anchorages, improvement of congested narrow channels as well as construction of emergency refuge ports for small crafts to secure safety of ships' navigation, should be pushed forward.

4) Not only to endeavor to prevent deterioration of port environment, but also to carry out active improvement of it by creating green plazas, etc. in port district are to be made. Prevention of public port nuissance by removing silts and other bottom accumulations, accommodation of more waste disposal outfits, removal of floating garbages and oil spills are to be carried out.

## III. Extent of the Program

1. Anticipated Cargo Tonnage

Anticipated national total cargo tonnage in 1980 is estimated at 3,700,000,000 tons based upon Government Economic Forecast for late Seventies.

**Anticipated and Actual Cargo Tonnage**

(unit: million tons)

| Items | foreign trade | | | domestic trade | grand total |
|---|---|---|---|---|---|
| | export | import | total | | |
| (A) Anticipated in 1980 | 140 | 930 | 1,070 | 2,630 | 3,700 |
| (B) Actual in 1975 | 98 | 670 | 768 | 1,910 | 2,678 |
| (A)/(B) | 1.43 | 1.39 | 1.39 | 1.38 | 1.38 |

2. Volume of Investment

Against the anticipated port cargo tonnage, during 5 years between 1976 and 1980, both inclusive, 3,100,000,000,000 yen (including 200,000,000,000 yen reserve) are to be invested, among which 2,280,000,000,000 are for projects which are shared in whole or in part by the national treasury, directly or in the forms of grant, subsidy, loan without interest or capitalization to corporations. Amount of 340,000,000,000 yen are for recovery of

damages caused by disasters, or for independent projects of local port management bodies, the expense of which are borne by them. Amount of 280,000,000,000 yen are invested for projects to improve or develop functional super-structures and facilities of ports and harbors.

## IV. The Contents of the Program

The break-down of the investment shared by the national treasury by purposes guided by the above principle is as follows:

(1) Improvement and Development of Foreign Trade Ports and Harbors

Improvement and development of foreign trade base ports and harbors are to be carried out in response to the growth and trends of the said trade, in such a manner as to facilitate rationalization of the flow of import and export cargo.

1) Thirty two (32) deep-water berths and other facilities for ships of container and conventional type are to be furnished at major calling ports of foreign trade liner vessels, such as Tokyo, Yokohama, Shimizu, Nagoya, Yokkaichi, Osaka, Kobe and Kita-Kyushu.

Among the above, projects for container and conventional type wharves at Tokyo, Yokohama, Osaka and Kobe are to be carried out by the Keihin (Tokyo and Yokohama) and Hanshin (Osaka and Kobe) Port Development Authorities respectively. Project for container wharves at Nagoya and Yokkaichi are to be carried out by container terminal companies in which investment is made by the respective port management bodies.

The investment for this purpose amounts to 200,000,000,000 yen.

2) One hundred and twenty five (125) deep-water berths and other facilities are to be developed at Niigata and 61 other ports for ships other than liners to meet requirements of importation of main indispensable materials for national economy such as food and feed, lumber, ore, etc. and exportation of industrial products. Especially, specialized piers for respective goods, aiming at most effective utilization of them and stabilized supply of materials, are to be accommodated wherever necessary, and to improve efficiency of utilization of limited shore lines; redevelopment such as relocation and concentration of facilities and equipment are to be effected.

The investment for this purpose amounts to 420,000,000,000 yen.

(Names of related ports omitted)

(2) Improvement and Development of Base Ports for Domestic Cargo Flow

Improvement and development of ports which serve as bases for domestic cargo flow, at economic centers centering around the megalopolises and local nucleus cities are to be carried out, in order to contribute to stabilized supply of materials by redeveloping a domestic transportation system, through positive use of marine transport, to save energy and land space, in response exactly to future transportation needs.

At these ports, piers specialized for goods, are to be accommodated in view of rationalization of cargo flow and its handling. Moreover, new port sites are to be developed in neighboring areas of the existing ports in the megalopolises in order to serve as new bases for cargo flow, to ease congestion of land and sea traffic in relevant regions. Efforts are to be directed to divert the route of flow to new ports.

As for middle and long range car-ferry services, because of their excellent features in intermodal transportation, modern ferry terminals are to be accommodated at ports where ferries are presently in service.

For above requirements, at Tokyo and 63 other ports, 112 big size berths are to be developed.

The total investment for these purposes amounts to 250,000,000,000 yen.

(Names of related ports are ommitted)

At the below-listed ports among above ports, car-ferry piers are developed by respective ferry corporations (semi-public companies).

Tokyo, Nagoya, Osaka, Sakai-Senboku, Kobe, Shiogama, Hachinohe, Muroran, Kita-Kyushu, Kanda, Oita, Miyazaki

(3) Development of Local and Small Island Ports

As local ports and small island ports are directly connected with local people's living, serving as calling ports for communication liner boats to support daily life and as bases for fishing boats or foundations of indigenous industries, necessary improvement and development are to be carried out so as to enable the local people to enjoy stable life.

Break-down and anchorages are specially furnished at small islands and isolated places, for safe and uninterrupted operation of school boats, communication liner boats and medical boats.

Necessary works are to be carried out at Noshiro and 483 other ports (256 in main island area, 26 in Hokkaido, 147 at small island, 19 at Amami district, 36 in Okinawa.)

The investment for these purposes amounts to 385,000,000,000 yen.

(Names of related ports are omitted)

(4) Development of Ports to Serve Regional Economic Promotion

Development of ports and harbors which can furnish foundations for promoting local industries and/or attract new industries to come and settle down, in order to foster local cities and enhancing respective local specialities, thus contributing to the settling down of local population at own localities, are to be carried out. Especially, at industrial ports and harbors now being developed, necessary works and accommodation should be furnished in proportion to the degree of the achievements of development and actual conditions of utilization, with emphasis placed on public safety and conservancy of environment. Also, at Higashi Tomakomai (Hokkaido) a project of newly developing big scale industrial port is to be taken up to furnish a base for regional development, inviting key heavy industries as its center. For these purposes, at Kashima and 50 other ports, 65 deep-water berths are to be furnished.

In addition, to meet ever increasing demand for oceanic recreation, recreational port and harbor facilities which can serve as central bases for pleasure boats and sightseeing vessels, are to be developed, under special care over and with full coordination with marine utilization of other fields such as ships' navigation and industrial fishing, etc., and/or other related projects, at Beppu and 25 other ports.

The investment for these purposes amounts to 190,000,000,000 yen.

(Names of related ports are omitted)

(5) Improvement and Development of Breakwaters, Navigable Ways, Anchorages, Etc.

To secure safety of ships' navigation and mooring, improvement and development of breakwaters, navigable

ways, anchorages, etc. are to be carried out.

1) To secure enough water surface for safe navigation, mooring, turning, and refuge, by protecting against wave inrush or overtopping, improvement and new construction of breakwaters, navigable ways and anchorages are to be executed, at Kashima and 52 other ports.

2) At ports where handling volume of dangerous goods such as petroleum products runs high, shifting to safer places or concentration of handling and storage facilities are to be carried out and where necessary, new anchorages for small tankers are to be built to separate their operation from common use area. The ports where such works are anticipated are Mizushima and 7 other ports.

3) To prevent ships' collision against sunken or astrayed floating logs, protecting separation banks are to be built at Komatsujima and 11 other ports.

The investment for these purposes amounts to 180,000,000,000 yen.

(Name of related ports are omitted)

(6) Improvement of Narrow Channels and Furnishing or Refuge Ports

Improvement of congested narrow channels such as Tokyo Bay entrance, etc. and furnishing of several refuge ports are to be done, to secure safety of marine traffic.

1) To prevent marine casualty and protect shore people from disasters, improvement work such as dredging, widening, removal of sunken wrecks, development of new channels, etc. are emphatically carried out at main trunck channels such as Tokyo Bay entrance, Bisan, Kurushima, Kan-mon, and at medium or small craft channels such as Hayase, Onan, Jyoga, Hondo, etc. are to be executed. Conservancy works are also to be carried out at already improved channels such as Ondo, Hosoki, Funakoshi, Manseki, etc.

The investment for this purpose amounts to 72,000,000,000 yen.

(Exact names of related channels are omitted)

2) As for refuge ports, where coastal small craft can safely take refuge in case of abnormal weather conditions such as sudden change of weather or heavy storm, Fukaura and 2 other ports are to be developed, and additions may be made whenever deemed necessary in the future, the yard-stick being separation of distance that is sufficient enough for small crafts to take refuge as soon as they feel unfavorable change of weather.

The estimated amount of investment for this purpose is about 8,000,000,000 yen.

(Names of related ports are omitted)

3) There is a serious risk of danger at extremely congested ships traffic areas such as Tokyo and Osaka Bays, because if by any chance a big crude oil carrying tanker is involved in marine casualty and a big volume of crude oil flows out and succeeded by fire, damages and losses on coastal areas, not speaking of sea area, are inestimable and beyond imagination. Under such circumstances, as it is deemed most reasonable and desirable to build an off-shore reception station like sea berth outside the bay and send in oil therefrom by a pipeline system, researches are still to be continued to find out solutions of many problems before its realization.

(7) Furtherance of Improvement of Port Environment, Countermeasure to Prevent Public Nuissance at Ports

Aiming at realization of agreeable port environment, measures to improve port environment, facilities for waste disposal at ports and measures to prevent port public nuissances are further to be pushed forward, and at sea, works such as recovery of oil spills, etc. are to be carried out.

1) To create more agreeable port environment and maintain efficient port activities, by making good use of features and specialities of respective locations, environmental facilities such as recreational green plaza for neighboring people, resting green spots for port related employees, buffer green belts to protect against environmental deterioration of adjacent urban district, are to furnished at Yokohama and 155 other ports. The investment for this purpose amounts to 62,000,000,000 yen.

(Names of related ports are omitted)

2) To prevent public nuissances and conserve good environment, works such as removal of accumulated bottom silt which contains some harmful substances which causes public nuissances are to be carried out at Tokyo and 27 other ports. And also, to prevent sea water from ships oil stain, expansion of waste oil receptacle and disposal system and improvement of already existing ones are to be carried out at Niigata and 31 other ports. The investment for these purposes amounts to 62,000,000,000 yen.

(Names of related ports are omitted)

3) To help smooth disposal of wastes from cities, centering on regions where acquisition of final places of treatment for such wastes are urgent, a revetment of reclamation with wastes in adjacent sea shore, (suitable for reclamation and the wastes to be utilized as filling material) are to be constructed and at the same time, works such as installing more marine waste disposal facilities, building of more cleaning vessels, disposal or removal of discarded or sunken vessels and establishment of emergency storages of oil fences, etc. are to be carried out at Tokyo and 104 other ports. The investment for these purposes amounts to 181,000,000,000 yen.

(Names of related ports are omitted)

4) Works to remove actively floating wastes and garbages, and oil spills, etc. are to be carried out at specially soiled surfaces of bays and inland sea (Tokyo, Osaka and Ise Bays and Seto Inland Sea) for prevention and removal of marine stain and conservancy of good marine environment.

The expenditure for these purposes amounts to 10,000,000,000 yen.

(8) Execution of Research Works for Ports and Harbors, etc.

Necessary researches to achieve smooth execution of above projects are to be carried out, as well as necessary construction and work ships necessary for marine works and other purposes are to be developed and furnished.

1) Other than pushing forward the development of new techniques for marine works, development, building maintenance and repairs of work ships are to be carried out, suitable for marine environment conservancy, necessary for securing safety of marine works and good for smooth execution of such works.

The investment and expenditure for these purposes amounts to 20,000,000,000 yen.

2) Technical and economic researches necessary for improvement and development of ports and harbors are to be carried out. The expenditure for this purpose amounts to 10,000,000,000 yen.

(9) Adjustment Reserve

An amount of 230,000,000,000 yen are reserved for adjustment and additions for new works necessity of which might occur during the course of this 5-year program.

**Representation at the National Ports Council of Japan (Advisory Organization)**

(Experienced and knowledgeables)

| | |
|---|---|
| Toru Akiyama (Chairman) | President<br>IAPH Cooperation Foundation |
| Tadashi Ishiwari | President<br>Japan Ship-captains Association |
| Takeo Inoguchi | Managing Director<br>Japan Marine Casualty Prevention Association |
| Bunpei Otsuki | Vice President<br>Fedeation of Economic Organizations |
| Kiyoshi Okada | Professor<br>Seijo University |
| Torao Okumura | Managing Director<br>Japan Iron and Steel Federation |
| Isao Kamata | Editorial Writer<br>Nippon Keizai Shimbun<br>(Japan Economic Newspaper) |
| Shizuo Kuroda | President<br>Japan Cargo Handling Mechanization Association |
| Kichihei Saito | Director<br>Japan Marine Casualty Prevention Association |
| Nobuo Sakamato | Director<br>Japan Port and Harbor Association |
| Torajiro Sato | Representative<br>Japan Mayors Association<br>(Mayor of Shimizu) |
| Hajime Sato | Vice-President<br>Japan Port and Harbor Association<br>(Secretary General, IAPH) |
| Issei Sawada | Representative<br>Japan Governors Association<br>(Governor, Kumamoto Prefecture) |
| Goichi Seo | Former Director<br>Division of Fishing Ports, Board of Fishery, Ministry of Agriculture and Forestry |
| Soshiro Takashima | President<br>Japan Harbor Transport Association |
| Tadanari Takamura | Professor<br>Kobe University |
| Gohei Tani | Representative<br>Port Management Bodies<br>(Mayor, Kita-kyushu City) |
| Mutsumi Nakanishi | Professor<br>Waseda University |
| Yoshizo Nagao | Professor<br>Kyoto University |
| Shizuya Nasuhara | President<br>Japan Warehouse Association |
| Naoji Harada | Managing Director<br>Japan Foreign Trade Association |
| Tadashi Hida | Director<br>Japan Ports and Harbors Association |
| Takeo Hori | Director<br>Japanese Shipowners' Association<br>(President, Y.S. Line) |
| Masahiro Matsuzaki | Editorial Writer<br>The Asahi Shimbun<br>(Asahi Newspaper) |
| Kiyoyuki Matsumura (Deputy Chairman) | Managing Director<br>Japan Fire Equipment Inspection Corporation |

Eleven other members representing Ministries other than Transport, including one from Japan National Railways.

## V. Attached Tables

**Table 1: Comparison between New 5-Year Program and the immediate previous one** (Unit: 100 million yen)

| Items | Previous Program (1971-1975) (A) | | | New Program (1976-1980) (B) | | | (B)/(A) |
|---|---|---|---|---|---|---|---|
| | Amount of Investment | Share (%) | | Amount of Investment | Share (%) | | |
| Improvement and development of Ports and Harbours | 15,500 | 77.5 | 73.8 | 22,800 | 78.6 | 73.5 | 1.471 |
| Recovery of damages caused by disasters, and independent project by local port management body | 2,400 | 12.0 | 11.4 | 3,400 | 11.7 | 11.0 | 1.417 |
| Improvement and development of functional super-structure and facilities | 2,100 | 10.5 | 10.0 | 2,800 | 9.7 | 9.0 | 1.333 |
| Sub-total | 20,000 | 100.0 | | 29,000 | 100.0 | | 1.450 |
| Adjustment Reserve | 1,000 | – | 4.8 | 2,000 | – | 6.5 | 2.000 |
| Grand Total | 21,000 | | 100.0 | 31,000 | | 100.0 | 1.476 |

**Table 2: Five-year investment program by regions** (Unit: million yen)

| Regions | Previous Program (1971-1975) (A) | New Program (1976-1980) (B) | (B)/(A) |
|---|---|---|---|
| Main Island, Kyushu and Shikoku | 1,230,500 | 1,688,300 | 1.372 |
| Hokkaido | 124,000 | 197,700 | 1.594 |
| Small Islands<br>Amami Islands<br>Other Islands | 30,500<br>(30,500)<br>(–) | 96,500<br>(79,500)<br>(17,000) | 3.164<br>(2.607)<br>(–) |
| Okinawa | – | 67,500 | – |
| TOTAL | 1,385,000 | 2,050,000 | 1.480 |

**Table 3: Break-down of the Program by Requirements** (Unit: 100 million yen)

| Requirements | Previous Program (1971-1975) (A) | | New Program (1976-1980) (B) | | (B)/(A) |
|---|---|---|---|---|---|
| | Amount | Share (%) | Amount | Share (%) | |
| Development of Ports & Harbours per se<br>I. Development of Ports, for rationalization of flow of goods & stabilized supply<br>1) Base Ports for Foreign Trade<br>2) Base Ports for Domestic Trade | 9,737<br>6,978<br>2,759 | 62.8 | 8,700<br>6,200<br>2,500 | 38.2 | 0.89 |
| II. Development of Ports for levelling up of regional people's living and promotion of regional industries<br>1) Local & small island ports<br>2) For economic promotion and development of local regions | 2,808<br>1,563<br>1,245 | 18.1 | 5,750<br>3,850<br>1,900 | 25.2 | 2.05 |
| III. Development of ports for safety of ships & improvement of narrow channels for same purposes<br>1) For safety measure<br>2) Improvement of narrow channels, etc | 996<br>300<br>696 | 6.5 | 2,600<br>1,800<br>800 | 11.4 | 2.61 |
| IV. Agreeable port, improvement of marine environment, etc<br>Counter measures for environment & public nuisance | 170<br>170 | 1.1 | 3,150<br>3,150 | 13.8 | 18.53 |
| V. Research works | 139 | 0.9 | 300 | 1.3 | 2.16 |
| Sub-total | 13,850 | 89.4 | 20,500 | 89.9 | 1.48 |
| VI. Adjustment Reserve | 1,650 | 10.6 | 2,300 | 10.1 | 1.39 |
| Total | 15,500 | 100.0 | 22,800 | 100.0 | 1.47 |
| Disaster recovery, independent project of local ports | 2,400 | | 3,400 | | 1.42 |
| Improvement and development of functional super-structures & facilities | 2,100 | | 2,800 | | 1.33 |
| Contingency Reserve | 1,000 | | 2,000 | | 2.00 |
| GRAND TOTAL | 21,000 | | 31,000 | | 1.48 |

**Table 4: Break-down of Investment by Port Designation** (Unit: million yen)

| Classification of Ports | | Previous Program (1971-1975) (A) | | New Program (1976-1980) (B) | | (B)/(A) |
|---|---|---|---|---|---|---|
| | | Amount of Investment | Share (%) | Amount of Investment | Share (%) | |
| Special Major Ports | | 590,208 | 42.6 | 691,631 | 33.7 | 1.172 |
| Major Ports | | 557,736 | 41.7 | 858,396 | 41.9 | 1.486 |
| Local Ports | | 108,663 | 7.9 | 343,445 | 16.8 | 3.161 |
| Others | Refuge ports | 3,198 | 0.2 | 8,138 | 0.4 | 2.545 |
| | Navigable water-ways | 66,431 | 4.8 | 69,965 | 3.4 | 1.053 |
| | Marine environment | – | – | 9,600 | 0.5 | – |
| | Related to industries | 6,332 | 0.5 | 3,818 | 0.2 | 0.603 |
| | Partial improvement | 18,432 | 1.3 | 35,907 | 1.7 | 1.948 |
| | Workships | 9,392 | 0.7 | 20,000 | 1.0 | 2.130 |
| | Research | 4,608 | 0.3 | 9,100 | 0.4 | 1.975 |
| | Total of "Others" | 108,393 | 7.8 | 156,528 | 7.6 | 1.444 |
| TOTAL | | 1,385,000 | 100.0 | 2,050,000 | 100.0 | 1.480 |
| Adjustment Reserve | | 165,000 | | 230,000 | | 1.394 |
| TOTAL OF THE ABOVE | | 1,550,000 | | 2,280,000 | | 1.471 |
| Disaster Recovery, local independent projects | | 240,000 | | 340,000 | | 1.417 |
| Functional super-structure and facilities | | 210,000 | | 280,000 | | 1.333 |
| Contingency Reserve | | 100,000 | | 200,000 | | 2.000 |
| GRAND TOTAL | | 2,100,000 | | 3,100,000 | | 1.476 |

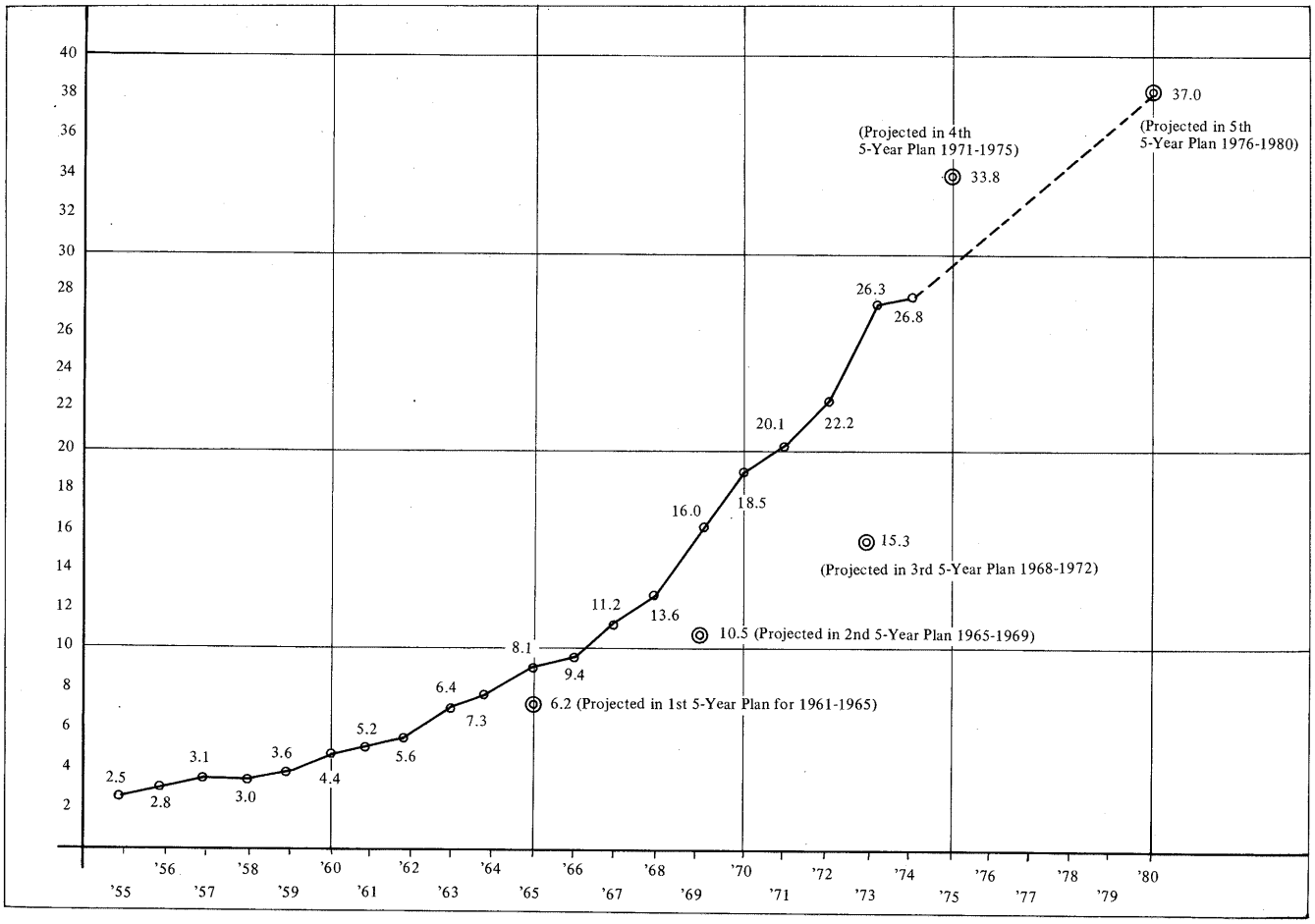
**Table 5: Break-down of Financial Resources for the Investment (Tentative)** (Unit: million yen)

| Classification of Ports | | Total Investment | National Treasury | Port Management Body | Government Loan | Beneficiaries and others |
|---|---|---|---|---|---|---|
| Special Major Ports | | 691,631 | 252,824 | 317,785 | 56,283 | 64,739 |
| Major Ports | | 858,396 | 506,876 | 318,280 | 2,167 | 31,073 |
| Local Ports | | 343,445 | 205,922 | 132,184 | 0 | 5,339 |
| Others | Refuge Ports | 8,138 | 6,643 | 1,495 | 0 | 0 |
| | Navigable Water-ways | 69,965 | 69,965 | 0 | 0 | 0 |
| | Marine Environment | 9,600 | 9,600 | 0 | 0 | 0 |
| | Related to Industries | 3,818 | 954 | 955 | 0 | 1,909 |
| | Partial Improvement | 35,907 | 14,588 | 21,319 | 0 | 0 |
| | Workships | 20,000 | 20,000 | 0 | 0 | 0 |
| | Research | 9,100 | 9,100 | 0 | 0 | 0 |
| | Total of "Others" | 156,528 | 130,850 | 23,769 | 0 | 1,909 |
| TOTAL | | 2,050,000 | 1,096,472 | 792,018 | 58,450 | 103,060 |
| Share (%) | | (100) | (53.5) | (38.6) | (2.9) | (5.0) |
| Adjustment Reserve | | 230,000 | | | | |
| TOTAL OF THE ABOVE | | 2,280,000 | | | | |
| Disaster Recovery, local independent projects | | 340,000 | | | | |
| Functional super-structures and facilities | | 280,000 | | | | |
| Contingency Reserve | | 200,000 | | | | |
| GRAND TOTAL | | 3,100,000 | | | | |

Note: This table is tentatively calculated on the actual sharing ratio of 1976.

**(See next page bottom for Table 6)**

**Fig. 1: Movement of Cargo Handling Tonnage at Ports and Harbours (All Japan) (1955-1974)** (Unit: 100 million ton)



# NORCAL Studies on Cargo Growth

*The following press release is reproduced in this issue with the suggestion of Mr. Gengo Tsuboi, IAPH Executive Committee Member. At the request of Mr. Tsuboi, this office referred the Northern California Ports and Terminals Bureau (NORCAL) studies to Mr. Ben E. Nutter, IAPH Executive Committee Member and Executive Director, Port of Oakland, California. According to Mr. Nutter, the publication of the complete study was made in June, and the first phase of NORCAL studies is part of a seaport planning effort covering the public ports of the San Francisco Bay Region. The study is responsive to transportation planning now going on in the state of California and at various regional levels.*

*The press release has been prepared covering in some detail the highlights of this study, which, Mr. Nutter recommends to introduce to IAPH Members and readers of this journal. (TKD)*

Within the next 25 years, Northern California ports will find it necessary to build new facilities and expand dramatically if San Francisco Bay is to remain a significant shipping center.

That is the conclusion of a major study released this week by the U.S. Maritime Administration (MARAD).

By the year 2000, according to the projections of the study prepared for MARAD and the Northern California Ports and Terminals Bureau, Inc. (NORCAL), Bay Area ports must be equipped to handle a 150 percent increase in breakbulk cargoes over 1973 levels, a 250 percent increase in dry bulk cargoes and a stunning 900 percent increase in container, LASH and ro-ro cargoes.

Only 20 years beyond that, the report forecasts, Bay Area tonnages in breakbulk cargoes will have multiplied four times, dry bulk cargoes nine times and container, LASH and ro-ro cargoes 25 times over present levels. And these are only the medium forecasts, the report emphasizes.

Failure of the ports of San Francisco Bay to grow to accommodate these ballooning traffic demands will result in the diversion of cargoes to Pacific Northwest and Southern California ports, the study suggests.

Compiled by engineering consultant Frank C. Boerger under contract to MARAD and NORCAL, the "Port Requirements for the San Francisco Bay Area, Phase I Summary" draws together cargo projections and port capacities research contracted by MARAD from Policy Planning Consultants of Palo Alto, California and Manalytics, Inc., of San Francisco. Their individual findings were published in previous volumes of the NORCAL port study series.

Although existing Bay Area marine terminal facilities could accommodate the medium projection for breakbulk cargo growth through 1990, the summary report indicates, present capacity will have to be doubled by 2005 to meet the medium projection.

As to container, LASH and ro-ro traffic, the study says today's capacity will have to be doubled within the next decade to meet even the most conservative projections.

From a little over 3 million short tons of these cargoes passing over the wharves of San Francisco Bay ports in 1973, some 6 million tons will be recorded in 1980, 17 million tons in 1990, 30 million tons at the turn of the century and 85 million tons each year by 2020, the study estimates.

Of a present total annual capacity for San Francisco Bay ports of 5.1 million short tons a year in container, LASH and ro-ro cargoes, the study shows, almost three-quarters—3.7 million tons—are accounted for by the Port of Oakland alone.

Over 80 percent of all breakbulk cargoes—1.8 million of 2.2 million annual tons—are handled by the ports of Oakland and San Francisco. The latter accounts for nearly two-thirds of this capacity.

Since 1959, the study indicates, West Coast ports have almost doubled their share of U.S. dry cargo waterborne foreign commerce. This steady gain—from less than one-tenth to almost one-fifth of the trade—stems from economic development by both the Western states and the nations of the Pacific Basin, and from a growing tendency of shippers to rely on West Coast ports regardless of origin or destination of cargoes in the U.S.

Given these trends, the report declares, the forecast is for Pacific Coast ports to handle an astonishing 42 percent of the total U.S. annual waterborne dry cargo tonnage by the year 2020.

Northern California ports alone accounted for about a fifth of the general cargo shipped through the Pacific Coast in 1974, statistics show.

**(Continued on next page bottom)**

**(Continued from page 15)**

**Table 6: Movement of Cargo Tonnage Handled at Ports and Harbours** (Unit: million ton)

| Items | 1974 Actual | 1980 Estimated | 1980/1974 | Av. Annual Increase ('74-'80) | Per Centage | |
|---|---|---|---|---|---|---|
| | | | | | 1974 | 1980 |
| Over-All Tonnage | 2,678 | 3,700 | 1.38 | 5.5 | 100.0 | 100.0 |
| (Excluding Tonnage by Ferry) | 1,897 | 2,540 | 1.34 | 5.0 | 70.8 | 68.6 |
| Foreign Trade | 768 | 1,070 | 1.39 | 5.7 | 28.7 | 28.9 |
| Export | 98 | 140 | 1.43 | 6.1 | 3.7 | 3.8 |
| Import | 670 | 930 | 1.39 | 5.6 | 25.0 | 25.1 |
| Domestic Trade | 1,910 | 2,630 | 1.38 | 5.5 | 71.3 | 71.1 |
| (Excluding Tonnage by Ferry) | 1,129 | 1,470 | 1.30 | 4.5 | 42.1 | 39.7 |
| Tonnage by Ferry | 781 | 1,160 | 1.49 | 6.8 | 29.2 | 31.4 |

# VALUE FOR MONEY IN TRANSPORT


## By J. Morris Gifford, CBE, FCIT
## (Director-General, National Ports Council)


### Presidential Address to the Chartered Institute of Transport 11th October 1976

Mr. J. Morris Gifford

"All a best-seller's ingredients abound—sex, intrigue, glamour and ruthless high-powered executives making million dollar decisions."

"Gives readers their moneys' worth."

These quotations are from reviews of a book called "Wheels" by Arthur Hailey. The relevance of wheels to transport is difficult to dispute and value for money in transport, the customer's entitlement to his money's worth, is the theme of this address. While sex, intrigue and glamour are no doubt of interest to you all—as to me—time will not allow me to cover these aspects as they should be covered: perhaps some future President may. I shall refer however to some aspects of decision taking, often the better for being ruthless, and not only by high-powered executives.

In the process of deciding on that theme I have been consistent with the practice of past Presidents in studying what their predecessors said. I particularly looked at the subjects chosen by the two past Presidents who came from the ports. Francis Cave selected "The State of the Ports", Sidney Finnis, "Progress in the Ports". Both showed eminent good sense in speaking of what they knew, reminding me of Emerson's observation, "I loath quotations: tell me what you know". Emerson however also wrote, "By necessity we all quote", thing these contradictory statements together with the words, "A fooolish consistency is the hobgoblin of little minds". I do not think it is right to be too consistent myself and following other precedents I decided that while being consistent with my two port predecessors in relying heavily upon my experience of ports, I should take one of Emerson's pieces of advice and be inconsistent with them in ranging a little more widely into this subject of value for money in transport generally. My main object in doing so is to remind you that all of us, as providers of transport, are at the same time consumers of all kinds of other goods and services. Many of you may feel—as I certainly sometimes do—that

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(Continued from page 16)

While geography favors the Pacific Northwest as a first port of call inbound for traffic from Asia, and the population centers of Southern California attract large volumes of imports, Northern California handles more than twice as much annual export tonnage shipped from the U.S. interior as the other two areas combined.

If the ports of San Francisco Bay are to maintain that attraction as second or last port of call out-bound, the NORCAL summary points out, facilities must grow to accommodate the anticipated cargo volume explosion.

From just over 10 million short tons of dry cargo foreign and domestic trade through these ports in 1973, the volume will leap-frog to 27 million tons in 1990, the study says, 43 million tons only a decade later, and 122 million tons by the year 2020.

There are several ways the needed throughput capacity of Bay Area terminals can be increased, the report notes. One is by the application of new technology to increase present terminal efficiency. Certain environmental and economic restrictions might also be eased. Another is by converting obsolescent facilities to handle the newer types of container, LASH and ro-ro cargoes. New construction offers a third possibility.

"Social, economic and environmental factors will provide the general climate in which the decisions will be made," the study concludes. "Specific factors will include depth of water available in natural or dredged channels; land transportation facilities, particularly highways and railroads; institutional abilities and limitations; (and) financial opportunities and constraints."

The first public discussion of the methodology, findings and conclusions of the NORCAL port study summary will be presented by its author on Thursday, August 12 at 10 a.m., during the 63rd annual convention of the Pacific Coast Association of Port Authorities at the Port of Oakland.

NORCAL ports embraced in the study include Encinal Terminals in Alameda, the Benicia Port Terminal Compnay, the Port of Oakland, the Port of Richmond, and the Port of San Francisco. The Ports of Sacramento and Stockton and the Development Agencies of Solano and Contra Costa Counties are also NORCAL members.

value for money is going down: it is obvious to me that many of our customers feel that way about transport services and our aim must be to change that.

## The Approach to Securing Value for Money

There seem to me to be two main principles:

(i) The matching of investment with demand: the avoidance of duplication of facilities or of extravagance of design: always asking ourselves whether we cannot after all manage with what we have.

(ii) Giving of our best as individuals and doing what we can to help our fellow-workers in transport, whether senior or junior, to give of their best.

Turning now to our experience in the ports, I am constrained to draw two facts to your attention; first that Britain is an island and second that the standard of living which we now enjoy and which the 54 million experts on transport in this country expect by divine right to be steadily improved, depends on the efficient handling of a very large flow of imports and exports: this is perhaps more true of us than of any other nation in the western world. Let me at once go on to say that I am aware that there are two kinds of ports, and that the importance of the air variety has greatly increased in terms of the value of goods handled: the latest figure is 15%. This must mean that air transport is giving the best value for money in the movement of some high value commodities and so is to be welcomed. The fact remains that in terms of tonnage, 99% of all our imports and exports still move in ships which require seaports. Indeed one of the charms of working in the port transport industry, and especially where one has the privilege of looking at ports on a national basis, of thinking about their role, their development, their prosperity, is that one is in touch with, and has the challenge of obtaining some knowledge of, a vast diversity of different industries and activities.

Most obviously there is the need to keep in touch with developments in the shipping industry, and in a purely transport context every form of inland transport from the pipeline to the road vehicle. Beyond this one must consider the location, activities, likely future locations, likely future activities of a considerable range of extractive, manufacturing and processing industry to be able to make a reasoned appraisal of what port facilities are likely to be required. In the event, in order to forecast the demand for port facilities, we have in the ports to forecast by commodities the international trade of this country; this was first done on a national basis in 1967 and we have recently rolled our forecasts forward to 1985.

It was this broad of port industry activity which really encouraged me to believe that I could regard myself as entitled to talk more widely than merely about the ports as such and the subject of value for money in transport is obviously a very wide one indeed.

## The need to avoid duplication of investment

In this year of cuts, inflation, cash ceilings, there is no need for me to add one more prosy voice to all those urging us to tighten our belts for the umpteenth time, to look forward to the future when good times will come again. What I shall say I flatter myself I would have said in better times and take some credit for the fact that we have been saying it at the NPC for the last decade.

Frankly in putting forward investment proposals, in asking for a proper share of national resources, one has to guard against the temptation of always asking for both a belt and braces. If one takes the Rhone and the great new outer-port of Marseilles at Fos (capable of development to handle ships of a million tons dwt) there are vast works to make the great river an efficient waterway for 1200-ton barges, in association with power generation from hydro stations. Along the river runs the electrified mainline which carries as well as less glamorous trains the famous Mistral express. Invisible, but there, is the crude-oil pipeline carrying oil to the inland refineries at Lyons and on as far as Frankfurt. Not far away is the Autoroute du Sud; and overhead the traveller will probably hear the distant turbines of airliners. It is magnificent, a splendid transport infrastructure for rebirth of a vast land area offering the best possible transport options for everyone. But it is a Frenchman who said of the Charge of the Light Brigade, "C'est magnifique mais ce n'est pas la guerre." Some in other words may think the Rhone investment is overkill, the provision of a huge surplus of duplicate capacity reflected—among other things—by massive deficits on rail and waterway, and by the French version of the international sport of trying to make users employ one means of transport rather than another. We have been at this point in the debate for nearly half a century. The Orange Paper takes the debate a step farther, but still leaves—as Marvell says "He hangs in shades the orange light"—some obscurities. After thousands of years in which any sort of mobility was scarce, difficult, and welcome, we have reached a stage in which we have a surplus of transport capacity and spend and have spent thousands and millions of words and man-hours and so inevitably pounds arguing for this or the other control system which will produce the right balance, not just in transport economics, but desperately trying to comprehend social economics as well. So far, after almost a century of the Otto cycle and the pneumatic tyre, we appear to have reached the point at which we accept that the independent self-propelled road vehicle, the car, the lorry, are here to stay. We are still arguing about the terms on which their continued use should be permitted and there are continual pressures for their expanded use; but to that point we appear to have got. In relation to the road vehicle we are at least at the stage of the young man who announced that he accepted the universe.

## The Transport Consultative Document

This is a crucial factor in giving value for money, the acceptance of realities which is one of the encouraging features in the Government's Consultative Document on transport policy despite, no doubt, some failings in other directions: one of them in my view is the absence of much reference to the ports! In presenting it to Parliament the Secretary of State summarised its objectives under four heads:—

1. An efficient transport system, one giving value for money and making the best use of skills and resources.
2. In the passenger field, to provide reasonable mobility for the large minority of people without cars.
3. Higher priority for protection of the environment

against the ill-effects of transport noise, fumes and visual intrusion.

4. Provide the transport user with as much freedom of choice as possible coupled with improvement of standards.

I have had some training as a lawyer and experience of negotiating and interpreting industrial agreements. It is therefore tempting for me to latch on to the sort of words used by the Secretary of State such as "efficient", "reasonable", "higher priority" and above all "as much as possible". All of these are subjective words which leave infinite scope for argument. But that is the nature of politics, by which I mean the attempt to manage the affairs of a community in the interests of the members of that community, endeavouring as far as possible—you see how quickly I am myself reduced to the non-specific—to ensure that the freedom or happiness of one or some is not bought too dearly at the expense of others: it is a maxim of the law that you so use your own property as not to injure that of others (sic utere tuo ut alienum non laedas). Behind the Secretary of State's summary lies the deeper problem that the resources of this or any other society are at any time finite, that there are many calls on them, that there will inevitably be long debate and argument about the allocation of resources to one major sector or another. But there are other major sectors besides transport whose claims have also to be considered before one gets to the point of arguing within the transport area as to whether rail or road are more or less deserving, or whether fare subsidies are right in some cases and wrong in others. Transport as a whole is a very major sector indeed with, according to the estimates of our working party under the chairmanship of Sir Peter Masefield, 1.3 million people employed directly and another 1 million in physical distribution.

## The need to take account of what is there now

Again trying to recognise the realities, while there is this infinite scope for argument there is far less scope in practice for Government or for anyone to re-arrange their priorities or make dramatic changes. I believe that the Fabian motto is the inevitability of gradualness; it could perhaps be rephrased as the gradualness of inevitability. What is certain is that however nice it would be to start with a clean sheet, we are all of us confronted in fact, every day, by the immense burden of what we have inherited in the way of industrial development, existing transport facilities and systems: in fact with the impossibility of moving very far in any direction at any one time.

In the case of the ports, for instance, it is a common cry that we have too many. In considering that complaint I always start off with the problem that I honestly do not know how many ports there are. If I am given a definition of what is meant for the purposes of this argument by a port then I may be able to deal with it; but this is a waste of time because the cry that we have too many ports is really based on two simple convictions. The first is the general disease of the twentieth century mind that bigger organisations and fewer are necessarily better. On reflection perhaps that is a more long-standing human failing since clearly it has been the view point of all empire-builders. The other source of the cry that we have too many ports is from some (though not all) of those established ports which for a variety of reasons have found themselves in decline, but see others becoming more prosperous: they then begin to construct the necessary intellectual case, based inevitably on value for money which demonstrates that lots of ports, by definition not the one which is suffering should be closed and everybody made to use the chosen harbours. In order to demonstrate this it is, of course, necessary, among other things, to refer to less easily quantifiable elements in the calculation of value for money; these are usually called social costs. The same general principles apply in arguments about the comparative value of, or costs of rail and road transport or the benefits created and the damage done by road transport in urban areas.

I do not despise cost benefit analysis although it does bring to mind Marvell's lines "My vegetable love would grow, vaster than empires, but more slow". Indeed, in point of fact there is a limit to the amount of time, the amount of refinements of the inputs which one can expect in dealing with day to day real life problems. I think the classic example of this is the Roskill Report on the third London Airport where a million pounds or so was spent to enable a specially appointed committee to decide that Maplin was not the best value for money as an airport site. The Government rejected this basically because they put different values to factors in the complex equation than the Roskill Committee had done, but finally—admittedly a different Government—rejected the scheme altogether on the more basic grounds that the country did not need a third airport yet and certainly could not afford it. The Channel Tunnel after, if possible, even more argument about whether or not it was good value for money, went the same way.

I may seem to have digressed rather far from whether we have too many ports but I have not really. As it happens, intellectually, I believe that a dispersed multi-port pattern is the right solution for this country. As to numbers we would probably not build so many ports as we have now but they are there: I prefer to see the problem as not that we have too many ports but too much obsolescent port capacity. Ports can shrink, and indeed have shrunk, but while a few have indeed ceased to be, most still remain in being and justified, although often on a different scale and sometimes serving different purposes: some 30 miles of quay have been closed down in the past decade. A very important point in this is that we cannot afford, would not receive value for money, for the immense capital expenditure, compensation and so on which would be involved in implementing some hypothetical plan to have no more than the minimum achievable number of ports to serve all the diverse needs of this country's economy with due regard to the margins of capacity necessary in relation to unpredictables, such as wind and weather and what are sometimes euphemistically called incidents but which I prefer to call accidents. In other words we cannot afford the theoretically perfect option. In every day life we have to accept if not without resentment, in the end with resignation the ineluctable fact that what we cannot afford, we cannot have. No matter how glorious the long term prospects we must be confined by the resources we actually have available. I do not dispute for a moment the desirability, indeed the necessity, of our endeavours to have regard to the long term, for instance by investment appraisal techniques such as discounted cash flow analysis, but the immediate cash flow is the thing that matters for most of us. I also agree that we must think very hard about continuing as well as first costs, a process which I

understand has now a suitably dignified and classically derived name Tero-Technology. I just worry lest we have pushed too low in our scale of values the desirability of absolute cheapness.

## Cheapest can be best

We all know about "best buys" and recognise that cheapest is not necessarily best. All of us in the ports welcome the equipment evaluation which has been done on, for example, straddle carriers where reliability, low maintenance costs and above all safety are worth paying for and design and development work is very properly now going on to that end. All over the world, I am sure, at this very moment engineers are pointing out that the lowest tender is not necessarily the best value and in many cases they will be right. I repeat, however, that there may be a tendency—bluntly there is a tendency—for absolute cheapness to be insufficiently regarded. In the port world, in a recent issue of the National Ports Council Bulletin, Port Perspectives, attention was drawn to the possibilities of absolute cheapness available and recognised in the terms of port facilities. At one extreme, these are the results of high technology. The classic solution when there is a need to provide access for larger ships to a port installation such as a refinery has been, and in most cases rightly, to dredge a deeper channel, usually at considerable expense. In the case of the Stanlow refinery the mono-buoy, a mooring where very large crude oil carriers can discharge, a mile and a half off Anglesey, connected by submarine pipeline to the shore and another pipeline to the refinery will provide a much cheaper solution. At a rough estimate it will cost only one-sixth of the amount that would be required to provide a conventional port facility with the same capabilities in the same situation, that economy was the result of high technology, experiment and development work. At the other extreme we drew attention to how some modern types of ro/ro vessel, using so-called quarter ramps could use an orthodox quay in a dock with either no or virtually no investment in the port at all. At a stroke such vessels by-pass argument about the correct design of the standardised ro/ro installations, just as the advanced technology of the mono-buoy by-passes the problem of keeping dredging costs down by being located somewhere where dredging is unnecessary. There are, admittedly, large scale and specialised examples of the merits of absolute cheapness; what both have in common is that inevitably they begin with an assumption about, a forecast of, demand. In the case of the SBM Shell concluded among other things that they would need to import many millions of tons of oil from the middle east for many years: they are probably still right but perhaps not as right as they thought they were at the time: some of the oil may come from those ports which are about to join the ranks of the majors, ie. from the Orkneys and Shetlands, and possibly in smaller ships, handy little fellows of 80,000 dwt. But though all of us will always be a little bit wrong and sometimes very wrong we must appraise demand and see how we can most economically satisfy it if we are to give value for money. To take another port example—the port authority concerned concluded that they would save money by having a fixed rather than a moving cab on a container crane: although the fixed cab was less attractive operationally, it was adequate for the task; a splendid and a highly desirable example of the benefit of unremitting attention to detail, to thinking in terms of what can be done without rather than in terms of what we would rather like to have. But the basic decision, the one on which the issue of value for money really depended was whether there was a need for a container crane at all and that in turn depended on appraisal of demand.

I accept that it is quite wrong to have no regard for the longer term. I appreciate too the advertising principle that people sometimes do not know what they need until they are told. I view however with considerable reserve the proposition that although no adequate demand for a facility can be evidenced, nevertheless if the facility is provided it will in the long term generate the demand. This is by and large not a serious problem in the ports although some pyramid building or more accurately pyramid planning has been know to go on from time to time. In every day life we have no great difficulty in recognising that chauffeur driven Rolls Royces for all members of the family are for most of us an impossible dream. I think that psychologically it is not so easy to recognise this when the issues involved and the sums of money involved are very large scale. Parkinson in Parkinson's law referred contemptuously to the bicycle shed syndrome whereby more time and effort are devoted to the cost of a bicyle shed, because it involves sums of money etc. which everyone can understand, than to higher financial issues. The reverse is, however, my point—that it is too easy perhaps to spend on a large scale without thinking too much about it. There is always the risk in particular that public money will in some way take on the quality of 'monopoly money', be less real than the pound notes with which we buy petrol or weekend joints and this brings me to the question of subsidies, a subject given a very reasonably degree of coverage in the transport consultative document, primarily as they may affect railways, but subsidies are never as simple as they seem, anymore than some other clean cut solutions such as import controls, the true cost of which can arguably be very high.

## Subsidies do they really help?

My attitude is admittedly somewhat prejudiced since in the port world the main argument for subsidy in recent years has been that the subsidies to continental ports were draining the life blood of our ports and reducing us to the status of an off-shore island: in other words the continental ports were handling all the big ships and the big cargoes. British ports, the argument continued, were increasingly being served by small feeder ships with the continental ports getting a slice of the cake which ought to have gone in its entirety to British ports. In this connection I would refer again to my point about air securing an increased share of traffic in high value commodities—I cannot believe the reason is any other than that air's customers perceive it as the least cost solution, the best value for money, for their particular traffics: it seems to me the same must be true in the case of those who have to foot the bill for the transport of commodities which are routed through continental ports despite their origin or destination being in this country, that this is the cheapest answer for them and presumably for the final consumer. However it still seemed important to us in the Council to assess this argument for port subsidies on the best factual basis we could. We approached that objective from two directions. One was to try and establish the actual amount of tonnage transhipped. A

major difficulty was that the method of recording traffic used by Customs describes cargo from America transhipped through Holland merely as imported from America. So we looked at Dutch, Belgian, American and French statistics. The conclusion we came to was that over 90% of British imports and over 95% of British exports were not transhipped; these very large proportions of our trade came from their foreign destinations or went to them directly through British ports. In publishing these statistics, to prove that we were not cooking the figures we also pointed out that at that time transhipment was very important in some import trades, notably grain. We had equally to point out that these statistical studies did not show any consistent sequence of cause and effect or support the view that transhipment was due to continental port subsidies. The French ports which receive the largest capital subsidies and the German ports which receive the largest operating subsidies are unimportant in the grain trade. In short I did not, and do not believe that transhipment, to the degree it happens, is caused by subsidies. Still less do I believe that it would be affected by subsidies to British ports. I have referred to the need to accept realities: one such reality is that the Continent has a great many more people than we have: the law of gravity which is just as true as death and taxes dictates the attraction of the greatest mass: This means that for some bulk cargoes such as grain the chances of a UK port being the base for entry to Europe with transhipment from us to them are small: it was rather different when we had a world-wide empire but that we do not is one more reality. Our conviction that subsidising British ports would be ineffective is related to the structure of costs in port. Thanks to the French Ministry of Equipment, who had employed the French consultants Ceric, we were able to obtain calculations which confirmed views long held within the ports industry. Briefly as well as the charges levied by the port on the cargo and the ship, there are the cargo handling charges and above all the cost of the ship in port. As anyone who has attended the Institute's Reginald Grout Memorial lectures will know, the ship while it is sitting in port is not earning but it still represents a cost to its owner both in terms of capital and operating costs. The French figures demonstrated in round terms, taking the example of a container ship, that the cost of the ship's time in port was almost five times as much as published port charges while cargo handling which includes a proportion of ship's time, was twelve times as much as published port charges. In the case of a conventional ship cargo handling was slightly more important than ships' time but together they were fifteen times as important as port charges in cost terms. In short, speed of turn round and low unit cargo handling costs, usually summed up together in the simple word 'service' by port operators are the vital considerations for the port user: accordingly any conceivable form of general port subsidy could only have a very limited effect, particularly if a capital subsidy. However, anything can be carried to excess and it is important to keep a constant eye on the subsidies, in whatever form, which may be available to those who are or may be competitors with transport interests in this country.

The point which I suggest applies to transport generally is that it is too easy to assume that results will flow from any subsidy proportionate to the amount of subsidy or conceivably at all. It is necessary always to relate the cost of the solution to the real demand. However in my re-iteration of this proposition, I equally re-iterate the need to be realistic and remember that although in transport we have much in common, there are very important differences. The ports are not at all the same sort of thing as public urban transport. The objectives of public urban transport have little if anything to do with the transport of freight and far more to do with easing environmental shock on intra and inter-urban areas and providing the possibility of personal mobility to an ill-defined and miscellaneous group ranging from school children to old age pensioners through mothers at home with young children who either need or in social terms are entitled to personal mobility. The Orange Paper points out, however, even there, that broadbrush subsidies are wasteful and not very effective in achieving their objectives. To that degree they seem to me to resemble the port subsidies I was talking about that if they do produce results, however valued in economic or social terms, commensurate with the expenditure, it will be by accident.

Sir Reginald Wilson two years ago in addressing the Scottish Section of the Institute said "the real intention behind calling a public service a social service is, I suspect, to suggest that transport is something like hospital treatment which the user has a right to enjoy without paying for it in full." I make the point here directly though I hope it has been implicit in some of the things I said earlier, including what I have just said about subsidies, that giving value for money in transport does not mean undercharging: the cash flow must be there. We are, however, to quote someone with a better turn of words than I have, in the era of the revolution of rising expectations. Now that we have become used to personal mobility on an unprecedented scale and indeed have the disposal of a vast surplus of transport capacity—freedom of choice implies the availability of a surplus—we can think both in terms of the rights of people to personal mobility and discuss the desirability of this or that standard or of this or that type of transport being employed. I am simply stressing the need for quantifying the demand. In so doing I am no more than echoing the Orange Paper which contains so much reasoned argument supported in quantified terms for this or that policy: some of the quantities may be a matter for argument but that is what the argument should be about. I believe in the need for quantification of demand because if, as seems to be all too possible, the transport sector as a whole is going to receive less rather than more public funds, the distribution of those funds within the transport sector must ultimately be based on a rigorous assessment of the value for money provided by particular solutions with, as I said before, a high rating being given to absolute cheapness and absolute economy.

This cannot happen tomorrow. The supporters of particular modes of transport will use figures and criteria like the skilled advocates they are in making their case, to hold their corner in this multi-cornered fight for what money is going. We must not expect this to stop: "Hear the other side" is one more of our legal maxims. But I do hope that the Orange Paper marks some sort of turning point when what is meant by the phrase 'value for money' is more closely and narrowly appraised.

## How can we help other people?

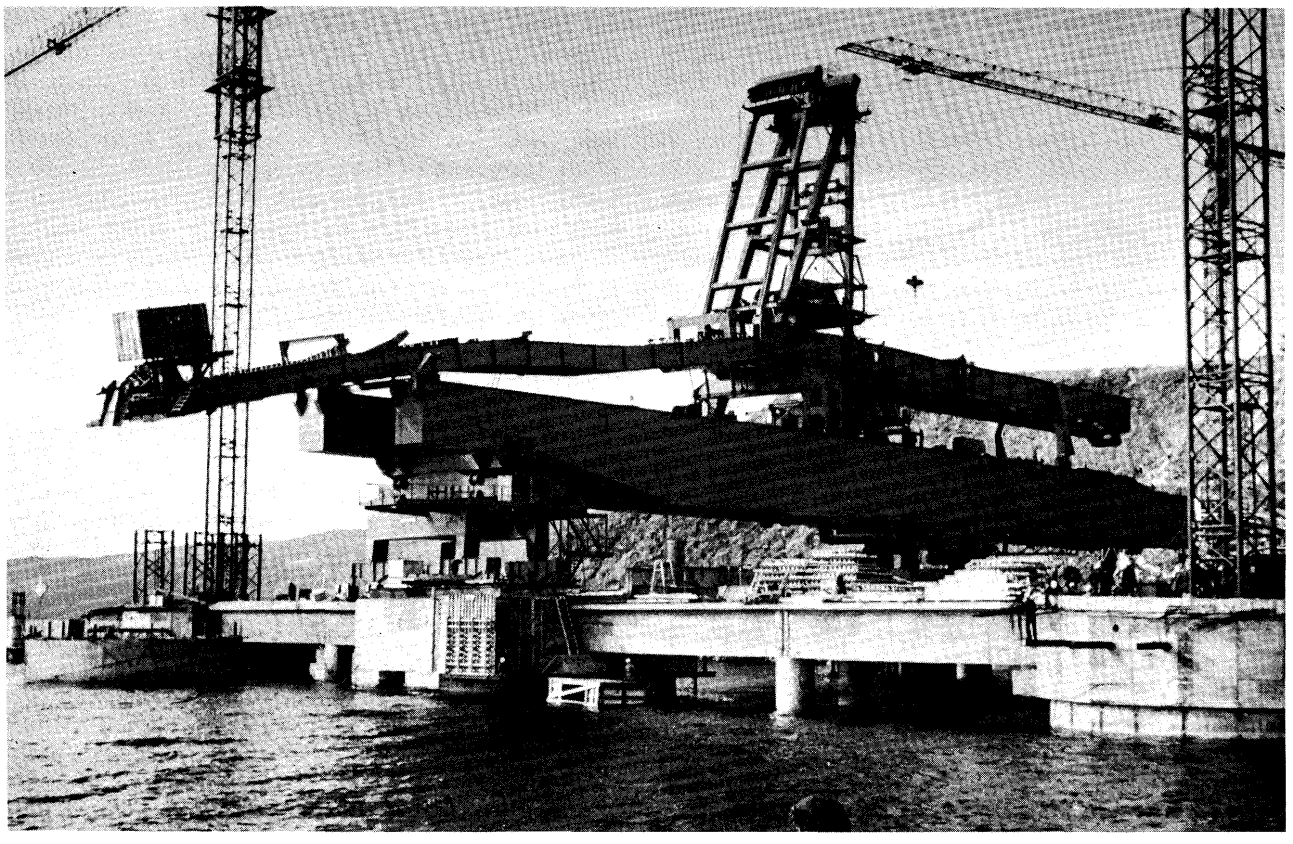
It is not at all easy. We cannot hope, any of us, to achieve all that we want. To have all the roads we want,

**(Continued on page 24)**

# GIANT LINEAR LOADER ERECTED IN 9 DAYS

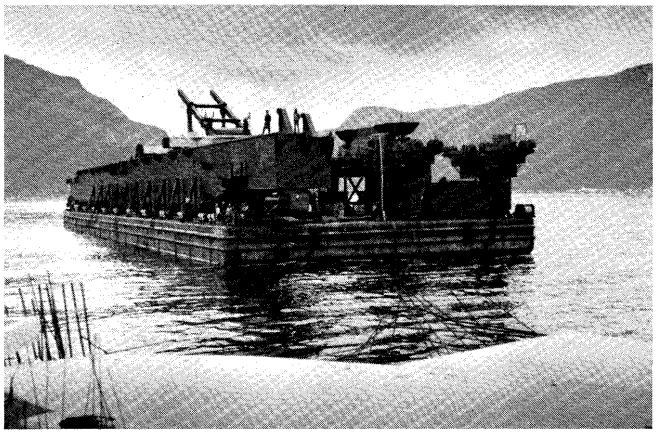
by Paul Soros, President
Soros Associates, Consulting Engineers

**The expansion of the Narvik ore harbor engineered by Soros Associates includes an 11,000 ton per hour linear loading berth for up to 400,000 DWT vessels. The main elements of the Linear Loader were erected in 9 days.**

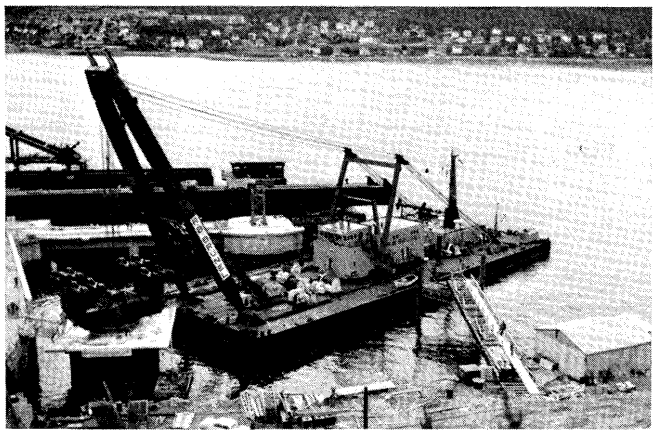


1) The Linear Loader characteristics are:

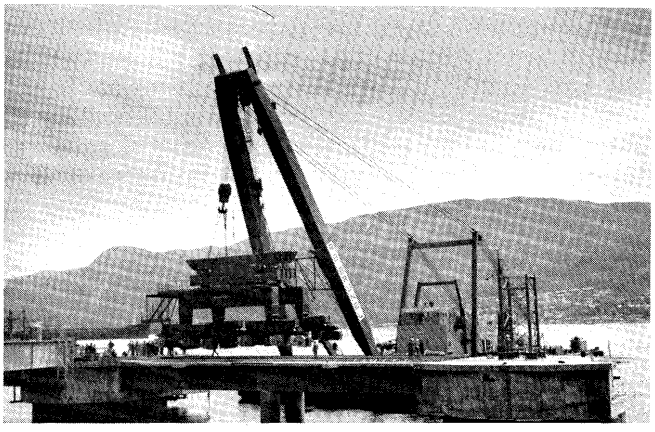
| | |
|---|---|
| Outreach | 50 M |
| Horizontal motion of loading boom | 43 M |
| Vertical motion of loading boom | 21 M |
| Ship coverage parallel to dock face | 240 M |
| Length of loading boom | 52 M |
| Length of slewing bridge | 100 M |
| Weight of slewing bridge | 1100 tons |
| Installed HP | 1295 HP |
| Total weight | 2500 tons |



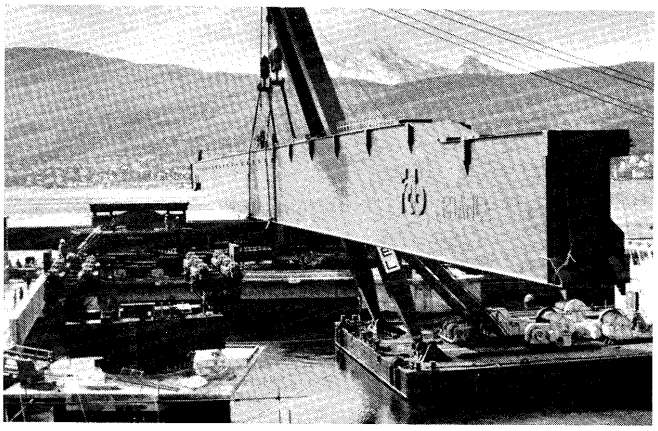
2) The Linear Loader was furnished by Fives-Lille Caille under Soros license. Major sections were pre-assembled at the factory in Dunquerque, France, loaded onto a single barge and towed to Narvik.



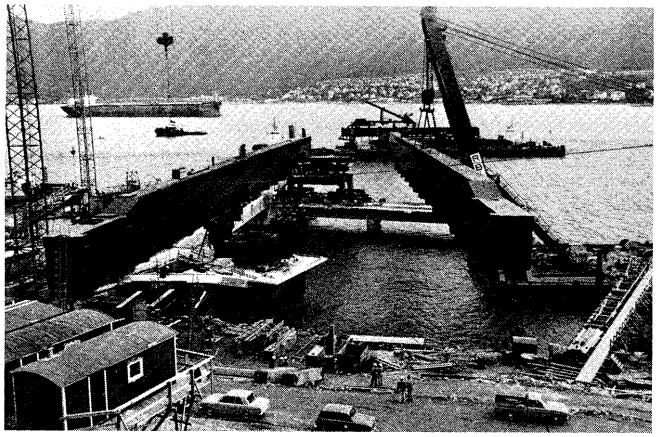
3) The 500 ton floating crane, "Brunel", arrived at Narvik 5 days later. First, the rear turntable supporting the bridge was placed on its foundation.



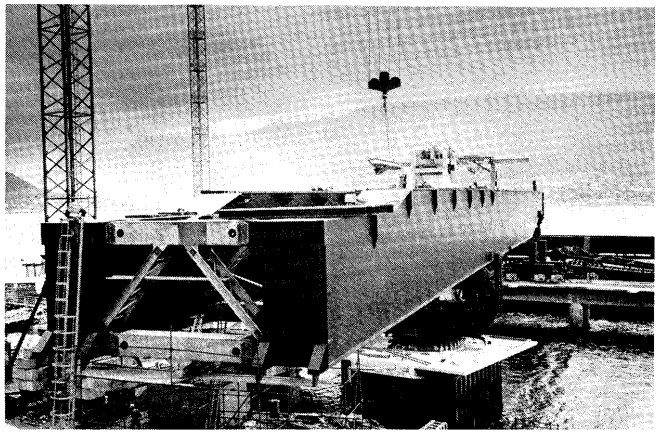
4) Next, the barge is moved out of the way and the front turntable support of the bridge is placed on the runway.



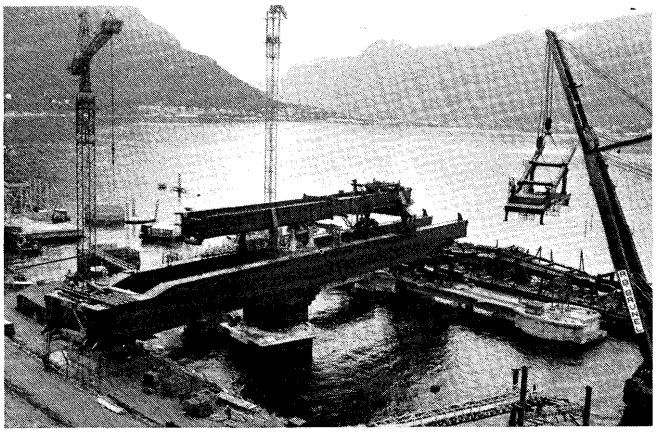
5) The first 100 M long bridge girder weighing 450 tons is mounted on the turntable supports.



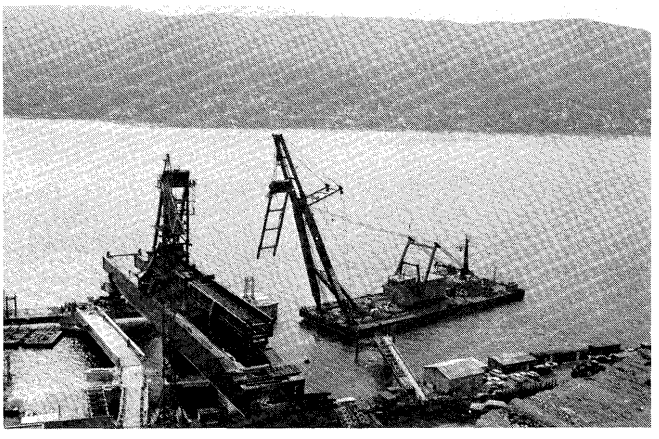
6) Second bridge girder is mounted. When front turntable travels on "linear" runway, rear turntable allows bridge to pivot and slide.



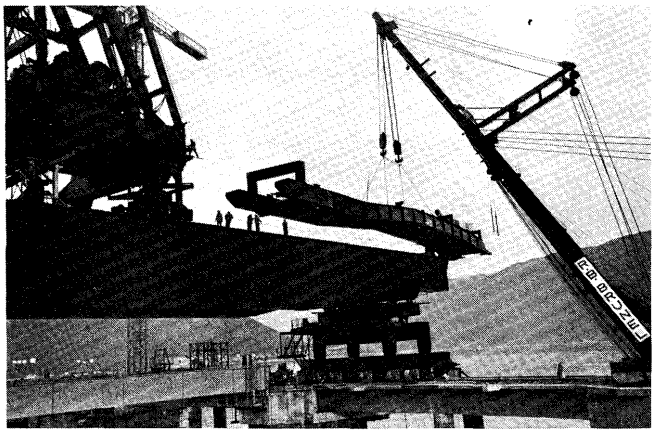
7) Cross bracing is connected, followed by installation of shuttle drive.



**8) Shuttle is mounted on bridge. Fixed mast is placed on shuttle in horizontal position, leaving room for erecting the boom hoist on the shuttle in a single lift.**



**9) Fixed mast is raised to vertical by moving shuttle toward rear of bridge with come-alongs. Moving mast is connected.**



**10) 52 M long loading boom is connected to shuttle and rested on temporary supports at the end of the bridge. The floating crane also unloaded all components of the Linear Loader from the barge and departed by noon of the 9th working day.**

## Value for Money —

**(Continued from page 21)**

where we want them, when we want them. To have the availability of train services or bus services where and when we want them and above all nowadays at a price that does not cause us undue pain. It should nevertheless be possible within the very large sums of money referred to—the Government is envisaging total transport expenditure in the public sector of nearly £2,000 million in the financial year 1979/80—to produce a continuing and sensible role for each transport mode avoiding wasteful duplication and producing that good value for money which the Secretary of State hopes for. Let us recognise that it is not all that easy for Secretaries of State today, any more than it was for the Senate, consuls or even the emperors of Rome. Again I am indebted to Arthur Hailey, the author of "Wheels" and this time directly for these two references: a decree of the Senate laid it down:—

> "Henceforward, no wheeled vehicles whatsoever will be allowed within the precincts of the City, from sunrise until the hour before dusk . . . Those which shall have entered during the night, and are still within the City at dawn, must halt and stand empty until the appointed hour . . ."

Juvenal in his satires said:

> "It is absolutely impossible to sleep anywhere in the City. The perpetual traffic of wagons in the narrow winding streets . . . is sufficient to wake the dead . . ."

So the struggle between transport requirements and the environment has not been going on just during this last century of greatly increased mobility but one must conclude since the advent of the wheel. I started with wheels, I have tried to stay on the rails, beat a steady course to windward while indulging in some aerial flights of fancy, all the while in regard to these various forms of transport being centred on the still point—the necessary hiccough in these islands—in the transport dance but one without which in this country there would be no dance, the ports. All I seek to convey is this: I think all of us must have as our objective that the amount of value for money received by the taxpayer at large, the ultimate customer, for the money he spends in the transport sector should be better and most certainly not be allowed to get worse. I am not being inconsistent with what I said earlier that I would not just echo pleas for economy and restraint but it impinges on me, I would think also on most people of my age and no doubt on many younger that this country has been getting poorer since the war at any rate in the sense of being able to match achievement with desire. Wherever we look whether it is in terms of the resources of available funds for education or health or the more selfish point of view of what you can do with a pound in Paris or Majorca, we are too poor to do all we want to do. At the same time we are in this era of rising expectations and tensions and trouble will result unless we make progress towards meeting them. If, in the transport area we do not rigorously aim to get the best value for money, to spend as little as we can, to duplicate as little as we can which in turn means being really willing to give up either temporarily or perhaps for ever arguing narrowly from the point of view of only one mode of transport we will be increasing these tensions instead of helping to relax them. I said fairly early on in this address how important it was to give of our best

**(Continued on next page bottom)**

# "EUROPORT SOUTH"

## Extracts from "Marseilles/Fos Europort South", The monthly magazine of the Port of Marseilles Authority, July/August 1976.

• **EDITORIAL**

The Board of Directors of the Port of Marseilles Authority is continuing this year its policy of heavy investment in the Port, and it's worthwhile reminding our readers, who are also port users, of the importance of these investments which are aimed at providing continuous improvement in port working conditions.

The lengthening to 300 meters of the container terminal at Fos, the construction of Ro/Ro berths for new cars and heavy loads at Port-Saint-Louis-du-Rhône, the opening of dock 3 at Fos, the purchase of two Richier cranes for ship repair, of a 600-ton floating derrick and a fourth container gantry, constituted the first phase of this investment programme.

The second phase of the programme started with the construction of the first quay on the East side of dock 3 (250 meters long) and the deepening to 14 meters of the quay at the container terminal.

Finally, the third phase includes the construction of the new ramp for passengers in cars at the Marseilles-Joliette passenger terminal, the heightening of P.M.A.'s office building at Marseilles-St. Cassien, the construction of social buildings and workshops around Drydock 10, the lengthening of the public ore terminal at Fos, and the construction of the new deballasting station at Fos.

Amongst other things, these construction works will progressively enable Fos to play a role complementary to that of Marseilles and to handle general cargo on a European scale, to the greater satisfaction of the hinterland which will participate in these important economic, industrial and transport developments.

The recession that we have just experienced can lead to either a return to protectionism and progressive economic stagnation, or to a new era of economic co-operation and expansion.

By its comprehensive investment programme, the Port of Marseilles Authority shows that it has firmly opted for the second solution.

• **Major works under construction at Marseilles docks (1976-77 will see extensive remodelling of the old docks.)**

We often talk of the important construction work being done in PMA's Western harbour area at Fos-St. Louis, but this should not give the idea that nothing is being done at Marseilles docks. Over the past ten years the P.M.A. has extensively remodelled the Marseilles docks so as to enable Marseilles to become the No. 1 Ro/Ro and ship repair port of the Mediterranean.

1976-77 will mark a new stage in this continuing process of transforming and adapting the port, as shown by the works already under construction at the beginning of the summer.

**RO/RO BERTHS**

**– Berths 60–63**

These berths are being built on 150 meters of quay situated between the Mole de l'Abattoir and Mole A, the berths will have an achorage 10 meters deep, and, for the first time at Marseilles, a continuous inclined ramp 130 meters long which will enable them to accommodate all types of Ro/Ro ships, irrespective of size; two or three ships being received in echelon depending on their tonnage and dimensions. The adjoining quayside area will be equipped with a transit shed of 8,000 to 10,000 $m^2$, and the berths are expected to come into service early in 1977.

**– Berths 57–58–(Mole de l'Abattoir–North)**

An inclined ramp is already in service at berth 54. A second ramp will come into service at berth 57 at the beginning of 1977 on 306 meters of land reclaimed from the sea; the anchorage at this berth will be 10 meters deep.

Berth 58 is intended for tropical fruit traffic and will come into service in the autumn of 1977. The quayside area adjoining this berth will be equipped with a refrigerated wharehouse, in addition to the installations at shed 4 which have been remodelled*. A third branch line is in the process of being linked to the main railway system.

**– Berths 70–74 (Grande Joliette)**

Grande Joliette is to a large extent reserved for Ro/Ro traffic, and by the end of July 1976 these two berths will offer an anchorage 10 meters deep to Ro/Ro ships alongside the 1,200 $m^2$ of land reclaimed from the sea.

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ourselves and help others to do so. I have deliberately not developed this particular theme in relation to my own ports' experience, to discuss such issues as comparative productivity or the lack of it, whether in the ship's hold or the port authority board room or in between. I would certainly not presume to do so in relation to other modes of transport. Each mode has its own problems which need a lot of sorting out; each mode equally has its outstanding achievements and what is above all required is continued self-examination to ensure that we learn by "best example". It seems to me particularly welcome that we are examining ourselves as an institute in this way, to see how we can improve our organisation to extend knowledge and experience among our own membership and to others.

In conclusion I am going to have the temerity to run counter to the tiger of France, Georges Clemenceau, who said "War is too important to be left to the generals". I say that the problem of giving value for money is too important to be left to the Government to sort out. We here are, after all, the professionals, it is up to us collectively to do better; to give the public who pay for us better value for their money than they have been getting.

**– Berth 181 (Mole Léon Gourret–North-West)**

This berth, at right-angles to the West quay, will offer an anchorage 14 meters deep by the end of July 1976.

**– Miscellaneous**

– The consolidation of the central roadway of Mole BC will be completed in the autumn of 1976.

– The consolidation of the ground surface North of Cap Janet (railway and roadway) alongside sheds 16 and 17 will be started at the end of this summer.

**WETDOCK REPAIR BERTHS**

**– Mole Léon Gourret–East**

A second berth for large ships, connected with the activities of Drydock 10, is under construction. This berth will have an overall length of 450 to 500 meters, with a continuous quayside length of 220 meters between two mooring piles. The anchorage will be 18 meters deep. The central section will be equipped with RICHIER cranes on rails and there will be stationary cranes at the mooring piles. A strip of land 55 meters wide is being reclaimed from the sea so as to avoid encroaching on the service road at the rear of the quay. This berth will come into service in the autumn 1977.

The importance that the P.M.A. attaches to port users requirements is shown by the speed with which these berths, which port users had asked for, are being constructed.

**• IN BRIEF**

**A New Director for the P.M.A.**

The Conseil Général des Bouches-du-Rhône has appointed Mr. Charles BONIFAY, first vice-president, as its representative on the Board of the Port of Marseilles Authority.

**First Call at FOS**

The Ro/Ro ship "DORA RIPARIA" (Agents: BARRY-ROGLIANO) recently made its first call at Fos, trying up at Dock 1. This ship is 142.90 meters long, 19.40 meters wide, 19.34 meters high, and has a draught of 5.60 meters. It can carry 1,800 cars and took on 600 cars and 100 lorries at Fos for delivery to Nigeria.

**A New Ro/Ro Ship**

The Ro/Ro ship "RHEINFELS", belonging to the West-German shipowner D.D.D. HANSA, has just made its first call at Marseilles (Agents: SAVON, FENTON and CAPODANO).

This 7,000-ton Finnish-built ship is equipped with container cells and a 20-ton crane, and its double door aft ensures rapid loading and unloading.

The ship is making the first regular Ro/Ro service to the Persian Gulf, calling successively at Dubai, Kuwait, Dammam, and Bandar Chapur on the coast of Iran.

**New Services**

The Turkish cargo ship "ULCAS" recently made its first call at Marseilles in order to inaugurate a new regular service Marseilles-Istanbul-Izmir (direct). (Agents: Lucien RODRIGUES-ELY). Amongst its cargo were 26 "Caterpillar" earth-moving machines which the "ULCAS" had lifted on board with its own gear. Recently purchased in Denmark, the "ULCAS" (ex "SALLY BEWA") has a deadweight capacity of 3,165 tons, and will soon be joined on the Turkish run by a sister ship, the purchase of which is now being negociated. These two ships will enable the owners, GENEL DENIZCILIK NAKLIYATI, in association with the Compagnie Phocéenne d'Armement Maritime, to offer a sailing from Marseilles every ten days.

**Presentation of the "Stephane Vieljeux"**

The container ship "STEPHAN VIELJEUX" belonging to the Compagnie Chargeurs DELMAS VIELJEUX was presented to the Marseilles shipping world on 10th May by Mr. Christian VIELJEUX, the Managing Director of the Company.

This fine ship of 16,000 tons deadweight capacity is 170 meters long, 23.80 meters wide and was built by the Chantiers Navals de La Ciotat. She is designed to carry 400 containers and is the first of a series of three identical ships being built for the Marseilles-West Africa run; the other two ships, the "PATRICK VIELJEUX" and "FRANCOIS VIELJEUX" are at present under construction at La Ciotat. These ships will replace a more numerous fleet of chartered vessels of smaller capacity, and they form part of a container ship construction programme which will bring into service in 1976 five other ships each capable of carrying 510 containers, the "CALVADOS", "POITIERS", "ROCHEFORT", "ROYAN" and "TOURS". A further four ships, now on order and due for delivery in 1977-78, will each have a capacitiy of 900 containers. All these ships, whose home port is Dunkirk will be leaving Marseilles every nine days on the West Africa run, and will be associated with the use of conventional cargo ships making the same run. The logistics of the operation involve the installation of a considerable amount of specialized handling equipment, and a park of 10,000 containers spread over 50 depots.

**• Fos**

**The Air of Fos is Pure**

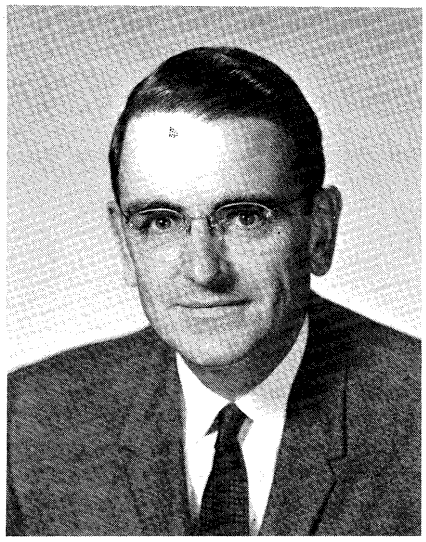
The authorities have just drawn up the air pollution map of France for 1975. The map shows that amongst the major urban and industrial centres, the degree of air pollution at Fos is remarkably low with only 57 micrograms of sulphur dioxide per cubic meter, much lower than Lyons (74), Strabourg (65), Lille (72), Le Havre (74), Rouen (63), Marseilles (91) and Paris (107).

**The Fight Against Pollution**

On 21st May, the Marseilles Town Council voted the decision to provide the town (which has over a million inhabitants) with a new effluent plant. This decision has been keenly anticipated for some time, as most of the town's effluent is discharged into the sea in an untreated state. The Government will grant the town the subsidies to contract the necessary loans, since the cost of the operation will be about 400 million francs.

# Statement by Ben E. Nutter Executive Director, Port of Oakland

## At Press Conference
## Palace Hotel
## Tokyo, Japan
## October 27, 1976



Mr. Ben E. Nutter

Good morning, ladies and gentlemen. We are very pleased you could join us this morning for this press conference. It has been a little more than a year since our last visit to Japan, and so I would like to take a few moments to bring you up to date on the most recent developments at the Port of Oakland, as well as report on some of our plans for future development in the marine terminals area. At the conclusion of my statement, we will be pleased to answer any questions you might have for us.

Before beginning, let me introduce those from Oakland who are here today. The President of the Oakland Board of Port Commissioners, William Walters. Port Commissioner Harry Lange. Wally Abernathy, Deputy Executive Director. All of you know, of course, Mr. Kuwata, our Far East Director. And, we are very pleased to have with us Councilman Frank Ogawa, from the City of Oakland.

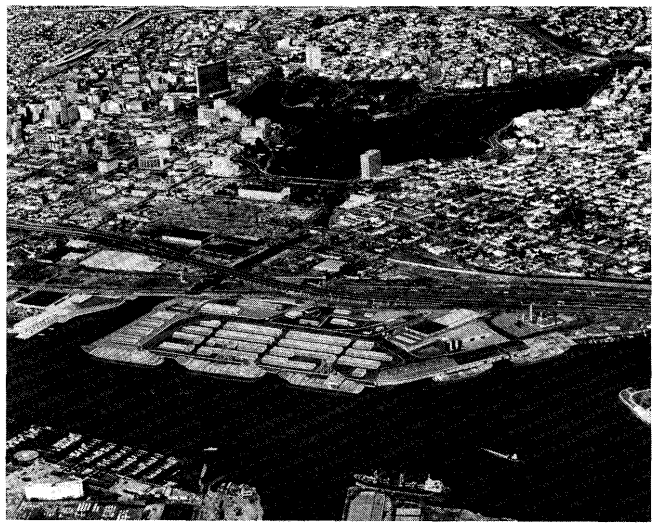
In 1975, most ports felt the effects of a worldwide recession. At the Port of Oakland, we held our own in cargo tonnage, and I can report to you today that our tonnage for 1976 has vigorously moved ahead of last year's pace. We are predicting that for calendar year 1976, ending December 31, we will handle over 7,500,000 tons of general cargo at Oakland, with more than 80% of that figure in containers. We expect our container traffic to increase by almost 15% over last year. You might be interested in the survey of worldwide container traffic conducted by the shipping publication CONTAINERIZATION INTERNATIONAL, and reported in the magazine's September issue. Of the North America ports, Oakland ranks second behind New York, and, in worldwide importance, ranks together with New York, Rotterdam, Kobe and Hong Kong.

The most significant new development at the Port of Oakland is the active construction of a new 47-acre container terminal in the Port's Outer Harbor area. The major section of this terminal–encompassing 32-acres and two containership berths–will be completed on January 1, 1977, and the modern facility will be the new terminal base in Oakland for the consortium of four Japanese steamship lines. Those lines are Japan Line, "K" Line, Mitsui-O.S.K. Lines and Yamashita-Shinnihon Line. They are presently utilizing a one-berth facility at the Port's Seventh Street Terminal complex, and the move to the new facility, with its increased size and capacity, responds to the lines growth in the trans-Pacific cargo trade. Those lines are presently operating eight modern containerships, with a frequency in Oakland of one ship every four days.

The new Outer Harbor Container Terminal has been specially designed to meet the needs of the Japanese lines, who have been among Oakland's more prominent steamship lines since 1968, and who are under a long-term agreement to use the new facility. The container storage yard, for example, has been reinforced to handle the stresses of Transtainer yard operations. The Transtainer, a massive wheeled vehicle, straddles rows of five containers across and stacked three high for a consolidated yard operation. The Transtainers presently in operation at the consortium's Seventh Street Terminal location will be driven to the new terminal before the end of the year.

Currently, the fender is being installed along the concrete wharf; office, service and storage buildings are being constructed; and, the two giant container cranes are being completed. The two container cranes bring Oakland's total to 16, more than any other Pacific Coast port, and you might be interested to learn that each crane cost

**This recent (10/76) aerial view of the new Outer Harbor Container Terminal at the Port of Oakland shows progress of terminal construction, including wharf, erection of two container cranes, container storage yard and terminal building. The terminal will be completed by January, 1977, and occupied by a consortium of four Japanese steamship lines.**



**The Ninth Avenue Terminal at the Port of Oakland is today the steel import center for Northern California, receiving steel imports primarily from Japan. The Port has plans to expand the facility for a combination use of break-bulk, bulk commodities and containers. This artist's drawing shows how the terminal might look in the future.**

**This is an artist's sketch of a plan to redevelop the Grove/Market Street Terminal complex at the Port of Oakland to include two additional berths and 37 acres of container storage area to give the facility the combination use for break-bulk and container ships.**

approximately $2.8 million, as compared to the approximate cost of $700,000 for the first container cranes the Port installed more than a decade ago.

In addition to the 32-acre container terminal for the four Japanese lines, the Outer Harbor Container Terminal complex will include an 18-acre, one-berth Public Container Terminal to be used primarily by Maersk Line.

You will find in the press information kits that we have for you, a few photographs of the new Outer Harbor Container Terminal that we hope you will use in your publication. The pictures were taken in the past two weeks. It might look as if there is much to be done before the end of the year, but construction work on container terminals, especially in the final stages, goes quickly and smoothly. We hope.

Another photograph I want to bring to your attention, is a large overall aerial view of the Port of Oakland marine terminal facilities. Many of you will recognize the Port of Oakland facilities in this picture. I would like to point out to you the existing facilities and show you areas along the Oakland waterfront where we plan redevelopment from outmoded facilities or non-maritime uses to new and modern marine terminals.

When the Outer Harbor Container Terminal is completed next year, the four major container terminal areas will be Outer Harbor, Sea-Land Terminal, the Seventh Street Marine Terminal complex and the Middle Harbor Container Terminals. That will give the Port 350 acres of container storage area, 16 container and roll-on/roll-off berths, and 16 container cranes.

Looking to the future, we have been told by a major study conducted by the U.S. Maritime Administration (MARAD) and the Northern California Ports and Terminals Bureau (NORCAL) that within the next 25 years, Northern California ports will find it necessary to build new facilities and expand dramatically.

According to the study, by the year 2000, Bay Area ports must be equipped to handle a 150 percent increase in break-bulk cargoes, a 250 percent increase in dry bulk cargoes and a stunning 900 percent increase in container, LASH and ro-ro cargoes over the 1973 tonnage levels.

And, only 20 years beyond that, in the year 2020, Bay Area tonnages in break-bulk cargoes will have multiplied four times, dry bulk cargoes nine times, and container, LASH and ro-ro cargoes 25 times over present levels, the study forecasts.

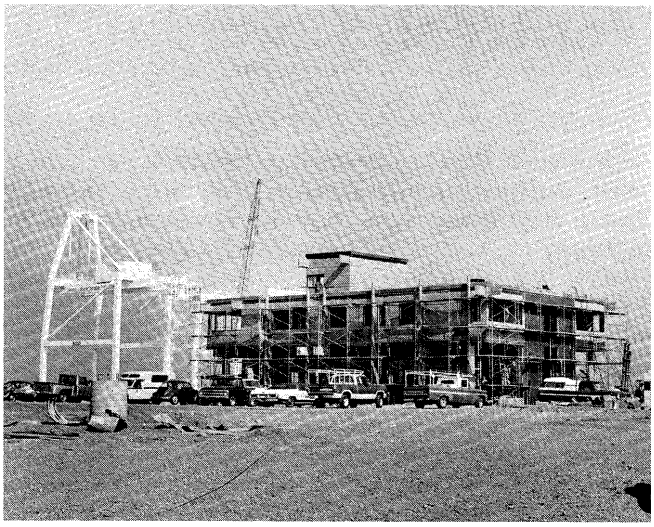
The NORCAL report pointed out that facilities must grow to accommodate the anticipated cargo volume increase. There are several ways the capacity of terminals may increase, the report noted. One is by the application of new technology to increase present terminal efficiency. Another is by converting obsolescent facilities to handle the newer types of container, LASH and ro-ro cargoes. New construction offers a third possibility.

We at the Port of Oakland plan to accommodate a large percentage of the anticipated growth. We are now planning the redevelopment of sections of the waterfront to meet the future demands of the steamship lines for terminal space. Let me assure you that the Port of Oakland has not run out of space to build new terminals. There is ample space available for expansion of present terminals or for the redevelopment of outmoded facilities into new terminals.

Let me point out some of those areas on the photograph:

—Our next terminal project, after the Outer Harbor Container Terminal, probably will be the expansion of the Market/Grove Street complex, which is an existing break-bulk facility, to provide a 44-acre, 4-berth container/break-bulk facility. An artist's sketch of how the new combination container/break-bulk terminal might look is included in your press information kit.

—The Port has discussed with the U.S. Army the need to turn over to the Port waterfront areas in the Oakland Army Base that are no longer critical to military cargo operations. The area marked "Commercial Use" on the photograph will give the Port a three-berth, 50-acre facility that may be used for specialized commodities operations in the short



**Construction progresses on the office building at the new Outer Harbor Container Terminal, which will be the new Port of Oakland headquarters for four Japanese steamship lines–Japan Line, "K" Line, Mitsui-OSK Lines, and Yamashita-Shinnihon. At left, one of two container cranes to serve the facility takes shape.**

**Construction crew is shown installing rails for the giant container cranes at the Port of Oakland's new Outer Harbor Container Terminal, which will be the new Northern California terminal headquarters for Japan Line, "K" Line, Mitsui-OSK Lines, and Yamashita-Shinnihon.**

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term, and offers the prospect for redevelopment as a container terminal in the long-term. Under an arrangement with the Army, the Port would manage an additional area of the Oakland Army Base that would have military priority use.

–The Ninth Avenue Terminal, which today is the steel import center of Northern California, primarily imported steel from Japan, offers a tremendous area for expansion. We have another artist's sketch in your press kit which shows a plan for the redevelopment of this section of the waterfront into a combination terminal to add a large container-handling facility to the present capacity for break-bulk and steel imports.

–Other sections of the waterfront for expansion and redevelopment include additions to the Middle Harbor Container Terminal, the Outer Harbor Container Terminal, a separate new facility in the Outer Harbor area which offers one-berth and back-up area for a container terminal, and the North Harbor Area, North of the Bay Bridge, where approximately 400 acres of submerged port property may be development for marine terminal purposes.

I think this will illustrate that there is ample waterfront property in Oakland for future marine terminal development.

We have not made any predictions of our own as to the future of containerized shipping, but it has been our experience in the past that even conservative estimates made by ourselves or by consultants have fallen far short of what has actually occurred.

For instance, in 1966 an independent study into the anticipated container traffic through the Port of Oakland predicted that, by 1980, Oakland would handle one million tons of container cargo a year. In 1967, a different consultant reviewed and updated the previous study and estimated that we would handle 2.9 million tons of containerized cargo by 1980. We passed the 2.9 million ton mark in 1969, 11 years ahead of the predictions. Last year the Port handled 5.7 million tons of containerized cargo.

In the port business, it has been necessary to forecast what decisions the steamship companies would make as to types of ships and cargo handling methods even before they made them in order to have facilities ready when needed. A steamship line can have a new ship built and in service long before a port can plan, finance and construct a facility to accommodate it. To be successful in the container business, a port has to respond rapidly to changing trends in the field of cargo ship construction, and to keep abreast of the times.

That is one of the reasons we are here in Tokyo this week. To visit the steamship lines, learn of their plans for the future.

Finally, I would like to call your attention to the fact that the Port of Oakland is celebrating the 50th anniversary of the establishment of the Oakland Board of Port Commissioners.

Of course, Oakland and other ports in San Francisco Bay have handled ships for much longer than that. But it wasn't until 1926 that the people of Oakland voted for an independent Port department, started construction of its first public terminal, and seated its first Port Commission in early 1927.

The advances recorded by the Port of Oakland in the intervening 50 years are tributes to the responsiveness, the foresight and the willingness to take intelligent risks that have characterized the Oakland Board of Port Commissioners over the years.

Oakland's world ranking as a containerport, the renewed vitality of Oakland International Airport, which comes under the Port's jurisdiction, and the property developments along its shoreline are all achievements we are proud of in our semicentennial year.

(Questions Invited)

# City and Port of Montréal, Canada

## Port of Montréal
## Québec, Canada

## Montreal and its Port

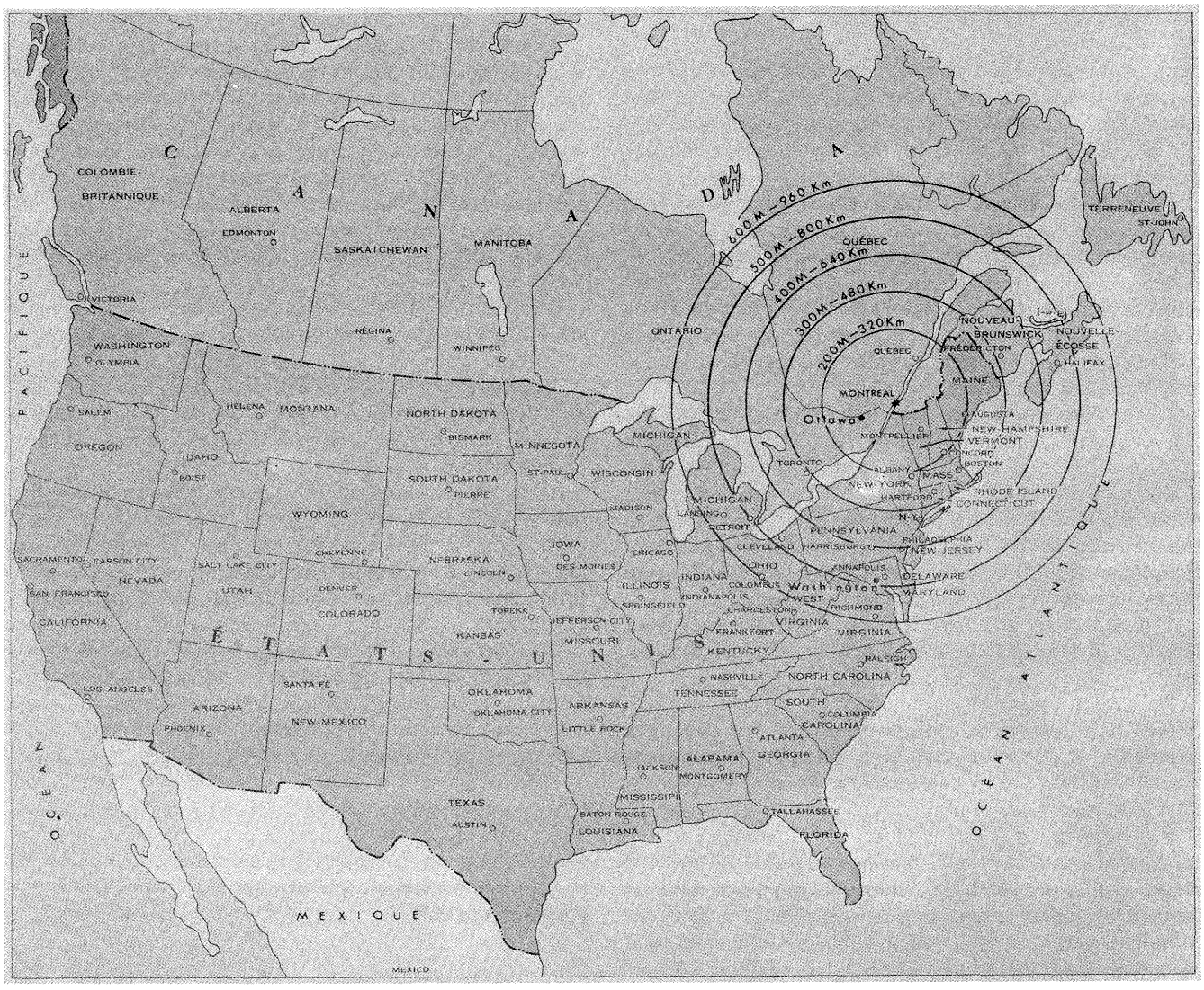
Montreal, the ninth most populous metropolitan area in North America, is a city which has experienced rapid growth over the past 100 years.

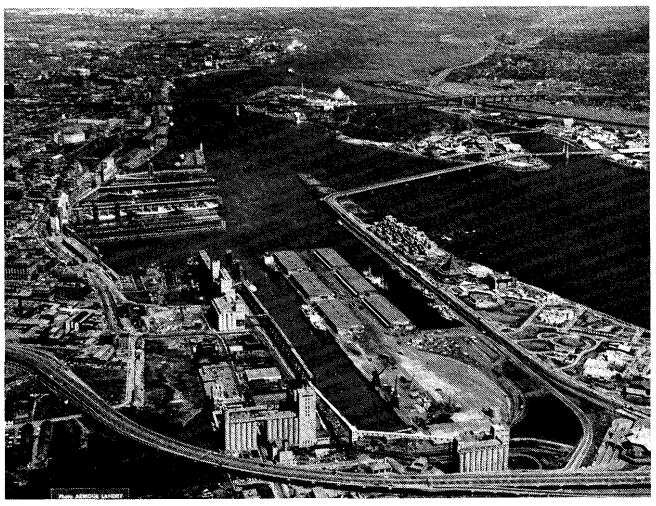
By the early part of this century, it has become one of the world's busiest inland ports and Canada's leading transportation, commercial and banking centre.

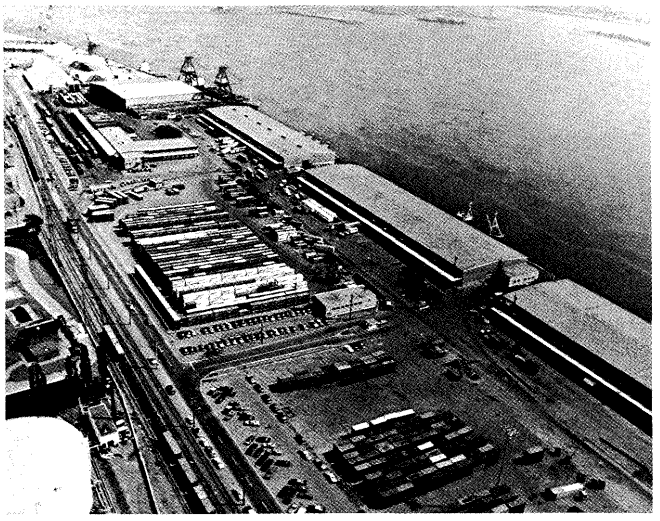
Today the Montreal area is one of the most highly industrialized centres on the North American continent, with more than 5,000 plants turning out a variety of products valued at approximately seven billion dollars each year. It has the greatest concentration of petroleum complexes in Canada, including six refineries and a large supporting petro-chemical industry. Many of the country's largest corporations have their head offices located in Montreal.

As a communications centre, Montreal is recognized as Canada's most important interchange point with rail, road, air and water transportation. Twenty-six national and overseas based airlines regularly serve its huge international airports: Dorval and Mirabel. Montreal is the hub of a system of multi-lane highways leading to all parts of North America, as well as the headquarters and busiest junction point of Canada's two largest railroads. A STOL (short take-off and landing) airport near the harbour commenced operations recently.

Located 1,000 miles from the Atlantic Ocean, Montreal is one of the world's major inland ports serving as a gateway to the great producing and consuming areas of central and western Canada and the American Midwest.







This vast hinterland has a population of 60 million persons who enjoy a high standard of living.

The large fleet of inland feeder vessels connecting Montreal with all Great Lakes ports includes dry bulk carriers of 26,000 tons deadweight, liquid bulk carriers up to about 26,000 tons and general cargo carriers of more than 10,000 tons.

With facilities such as 134 berths, 46 transit sheds, four grain elevators and three container terminals, the port can handle every type of cargo. A terminal railway, large capacity cranes, a refrigerated warehouse and repair, bunkering and towing facilities ensure a very flexible operation.

The Port of Montreal means direct employment for approximately 10,000 persons who perform a variety of tasks in the fields of administration and operation, loading and unloading, maintenance and repairs, trucking, cargo checking, security and the like. Each year, the port contributes more than $250 million to the economy of the city.

The more than 110 shipping firms that provide frequent sailings to 250 ports around to world can now take advantage of a 12-months a year season in Montreal harbour. Government icebreakers and a series of ice barriers mean that the port is no longer just a fair weather operation.

New facilities are being installed and existing ones improved in an on-going programme to make certain the port keeps pace with every development and innovation in cargo handling and transport technology.

# Facts on the Port of Montreal

### Location

On the St. Lawrence River, approximately 1,000 statute miles (1,600 km) from the Atlantic coast. The St. Lawrence Seaway, commencing at Montreal, extends shipping services a further 1,200 miles inland.

### Administration

The Port of Montreal is under the jurisdiction of the National Harbours Board, a Canadian Government Crown Agency. Mr. J.-M. Chabot is Chairman of the Port of Montreal Authority and Mr. Nicholas Beshwaty is Port Manager. They are both located at the Port of Montreal Building, Cité du Havre, Montreal H3C 3R5, telephone (514) 283-7011.

### Berthing Facilities

In addition to various anchorages, there are a total of 134 berths, utilised as follows:

- 25 berths for handling petroleum products in bulk;
- 4 berths for handling chemical fluids in bulk;
- 5 berths for handling bulk molasses;
- 1 berth for handling vegetable oils in bulk;
- 2 berths for handling bulk sugar;
- 8 berths for handling mineral ores and other bulk materials;
- 47 berths with sheds for handling general cargo;
- 35 open berths for general cargo, lumber, steel, automobiles and others;
- 3 berths for handling containers;
- 4 berths for unloading grain;
- 10 berths for loading grain;
- 4 berths for ship repairs (at shipyard).

### Grain Elevators

There are five grain elevators with a total storage capacity of 670,000 tons. At one berth, the maximum continuous unloading capacity is 3,236 tons per hour, and at the other, three unloading berths, maximum capacities vary between 1,600 and 2,150 tons per hour each. The maximum continuous loading rate for one vessel is 4,860 tons per hour. The total continuous hourly loading capacity at 11 berths is approximately 16,000 tons per hour.

### Containerization

Three full-scale container terminals are equipped with gantry cranes, straddle carriers and other equipment for year-round handling of units, and another one will be operation towards the end of 1976. Container units can also be loaded and unloaded at several cargo berths by means of mobile cranes. In 1972, the first roll-on/roll-off container line service was introduced in Montreal.

### Passenger Facilities

Two modern passenger terminals are used by passenger liner companies operating regular services between Montreal and Europe from mid-April to the end of November. In addition, cruise vessels operate from the Port during the summer months.

### Ship Repairs

In addition to a number of firms specializing in machinery and structural repairs, there is a large shipyard with two floating drydocks, capable of handling vessels up to 25,000 tons displacement.

### Modernization Programme

Over the past 10 years, almost $90,000,000 has been spent to either reconstruct or build new facilities in and around the harbour area. Of this figure, $29,000,000 was earmarked for bridge construction in order to provide improved road connections. Some of the projects completed in 1974 were roadway lighting and improvements to open spaces, improvements to various sheds and reconstruction work at grain elevator number four. Work is progressing satisfactorily on the construction of the Jacques Cartier Container Terminal in the upstream end of the harbour and when completed, it will cover a site of some 30 acres.

### Other Facilities

- 46 transit sheds with a total floor area of 3.30 million square feet.
- Refrigerated warehouse with a 3.0 million cubic foot capacity.
- Terminal railway, with 65 miles of track serving most berths; a switching capacity of 1,200 cars to and from berths per day; rail connections with Canadian National and Canadian Pacific Railways.
- A self-propelled floating crane with a rated capacity of 275 short tons (250 metric tons), and a stiff-leg derrick with a 120 short ton (109 metric tons) capacity.
- Bunkering facilities include oil delivered to vessels at a number of berths, and delivered by tanker to vessels at any berth in the harbour, as well as coal delivered to vessels at a number of berths.
- Towing facilities include tugs, ranging from 850 to 1,320 H.P. as well as marine salvage vessels.

### Harbour Security

A recent enlargement and reorganization of the Montreal Harbour Police force has increased the effectiveness of the security network in the port area. During the past few years, several harbour entrances were closed permanently, new gates and guard houses were built at all entrances and manned by specially trained National Harbours Board security agents, perimeter fencing for the entire harbour has completed, groups of sheds were fenced in to form complexes, guard houses were built at the entrance to these complexes, a key control system for all sheds and installations was placed under the control of the Harbour Police, a modern lighting system was installed in the port and a second marshalling yard for trucks was established. As a service to users of the port, the Harbour Police force has established a system whereby special attention is paid to high value goods which are susceptible to theft and pilferage. The security team, one of the few fully professional police forces in North America in charge of port security, has direct liaison with Interpol as well as other North American police forces.

### Shipping Operations

More than 110 shipping firms provide frequent regular sailings between Montreal and over 250 ports around the world. In 1963, Montreal changed from a seasonal port to a 12 months a year operation. A fleet of government ice-breakers, ice-control structures, floating ice booms and artificial islands ensure that navigation in the harbour and in the St. Lawrence River continues uninterrupted throughout the winter months. Vessels approaching from the Atlantic benefit from an elaborate radio communication system which distributes up-to-date information on ice conditions in the St. Lawrence. A total of 345 vessels entered the port during the winter of 1974–1975, moving more than two million tons of import and export cargo. During the spring, summer and fall, Montreal is connected with all Great Lakes ports through a large fleet of feeder vessels. The fleet includes dry bulk carriers of 26,000 tons and general cargo carriers of more than 10,000 tons.

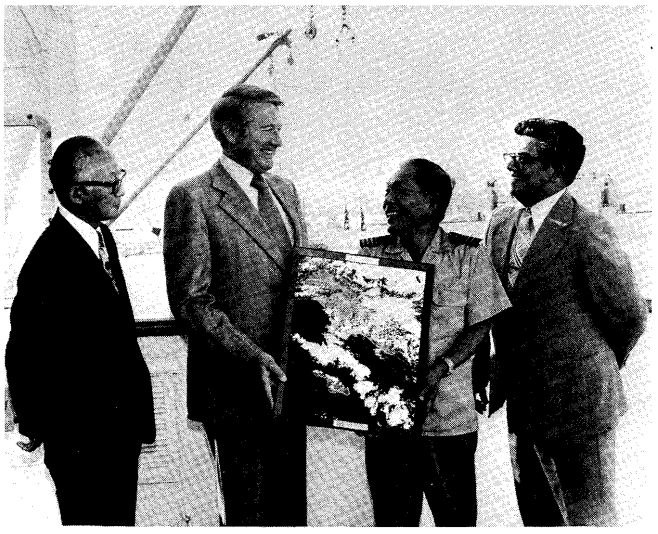

## CORRECTION

In the November 1976 issue of "Ports and Harbors" page 39, the heading erroneously included the name "San Salvador" where it should have been "El Salvador". Editor's apologies.

# Port of Long Beach—Pictorial

Maiden voyage arrival of the MV Luke Lu at the Port of Long Beach recently found the first of three such ships being built for Lu's Brother Company of Taiwan discharging steel before loading 16,000 metric tons of bulk cargo for Singapore at the Metropolitan Bulk Terminal on Pier G. Harvey H. Harnagel, Director of Port Operations, is pictured at left as he presented Apollo-photo of Southern California to Captain Wu Chi Yok, while Harper Shipping Company's Robert J. Plut, Mary Lou Schmeltzer, and Operations Manager W.R. Weatherford look on. (91576)

Among the more unusual cargoes loaded at the Port of Long Beach of late were 45 housing modules manufactured by ATCO in neighboring Riverside and destined for Algeria. Arrival of the MV Judith Schulte also marked the first time an Algerian Line cargo vessel had called at Long Beach. Port Operations Director Harvey H. Harnagel, left, is seen presenting photo of the harbor to Captain Jurgen Hoppach and his wife Antonia, as Captain Frank Swain, Operations Manager for States Line, general agents for the line, looks on at right. (92876)

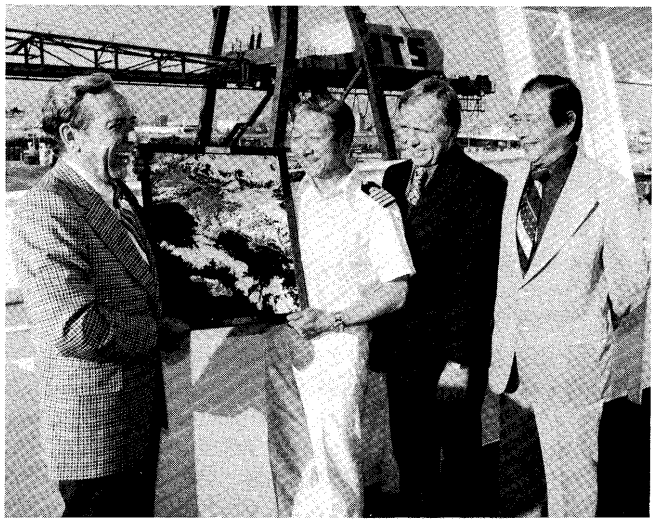


Traditional maiden voyage welcome at the Port of Long Beach finds Lee Sellers, Director of Commerce, second from left, on the bridge of the MV Kamishio Maru as he presented satellite portrait of the harbor to Captain M. Toyota while George T. Inouye, left, president of Southern California Agencies, Inc., and Vince Acuna, manager of Fritz Maritime Agencies look on. The 18,725 DWT vessel, owned by Nagashiki Steamship Company, and under charter to Toko Line, Ltd., discharged a load of steel from Japan. (92376)

One of the largest loads of lumber to arrive in the Port of Long Beach recently was delivered aboard the combination lumber, bulk, newsprint and container carrier MS Grena, owned by Gearbulk Ltd. and flying the Norwegian flag. The 597 foot, 38,000 long ton vessel boasts a beam of 95½ feet and cargoes two 25-ton cranes for self-loading of bulk and

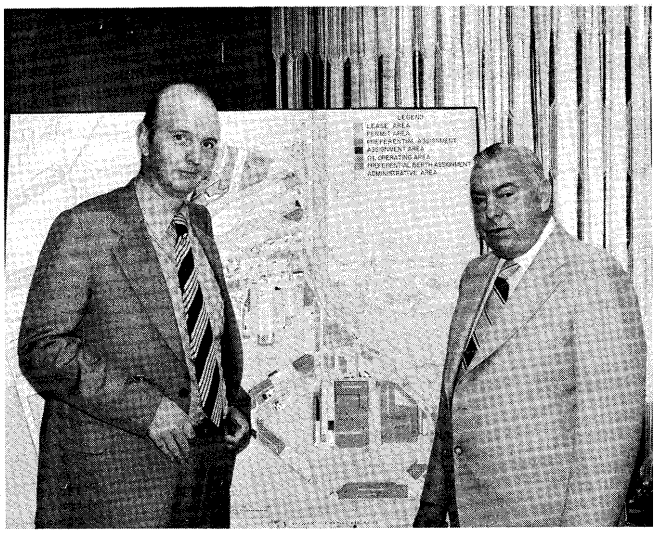
unitized cargoes. The shipment of two million board feet of construction lumber was consigned to Fremont Forest Products. Pictured at shipboard ceremonies are, from left, Adolf Zetterberg, assistant Director of Port Operations, Captain Alfred K. Stensletten and W.E. Walker, Terminal Superintendent of Fred F. Noonan Co., ships agents. (92976)

Second fully-cellular Soviet-flag containership to join the Fesco Pacific fleet over the West Coast-Far East route arrived at the Port of Long Beach recently on its maiden voyage. Pictured at Port presentation of Apollo-portrait of Southern California to the vessel are, from left, Chief Mate Albert Semenenko, K. Erik Baur, president of Salen Shipping Agencies, Inc., Captain N. Evgenily Akinfiev and James G. Craig, Jr., President of the Long Beach Harbor Commission. The MV Khudozhink Iogansen is 557 feet long, 17,500 DWT and can carry up to 760 20-foot equivalents. It is the second of six of its class entering transpacific service. (92976)

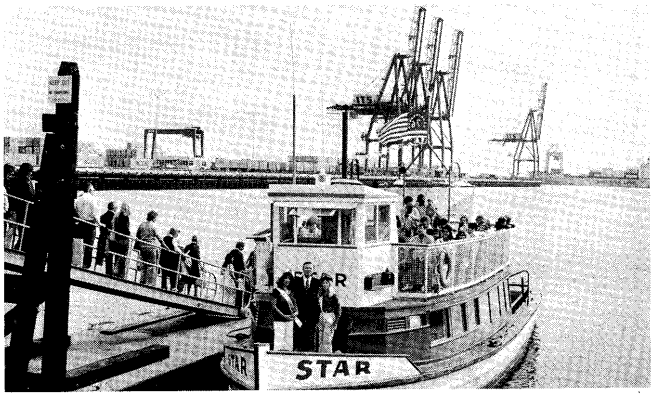


Orient Overseas Container Line has placed another 23½ knot French-built container ship in service between North America and the Far East including Southeast Asia with the maiden voyage of the SS Oriental Statesman, sister ship of the Oriental Financier. The 683 foot vessel has a capacity of 825 40-foot boxes or 1650 20-footers, or any combination of the two. Pictured at welcoming ceremonies at the Port of Long Beach are, from left, Harbor Commissioner H.E. Ridings, Jr., Captain T.R. Hsu, James V. Frazier, Eckert Overseas Agency Vice President and Captain T.H. Chen, General Manager Operations. (101576)

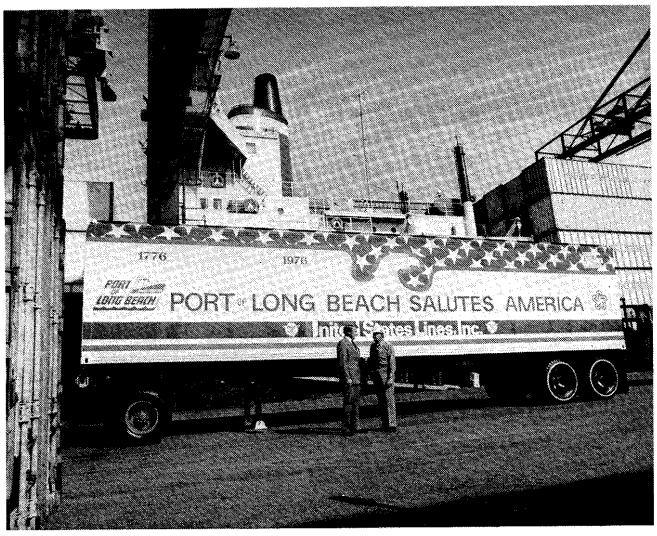
First Turkish flag ship to call at the Port of Long Beach in recent years was the 44,000 DWT Isdemir, which made a maiden voyage call to load general cargo bound for Indonesia. Pictured at Port welcoming ceremonies are, from left, W.R. Weatherford, Operations Manager for Harper Shipping Co., Chief Engineer Ismail Yildirim, Captain Mehmet Uzunlar and Harvey Harnagel, Director of Port Operations. (101576)



BRITISH TRANSPORT DOCKS BOARD DIRECTOR VISITS PORT OF LONG BEACH—Among recent distinguished visitors to the Port of Long Beach was J.K. Stuart, Director and General Manager of the British Transport Docks Board. He is pictured at left while discussing future port development plans with Thomas J. Thorley, General Manager of the Port of Long Beach. (92976)




National Port Week was observed in the Port of Long Beach recently with nearly 1000 visitors taking a free harbor cruise on the sightseeing boat Star which departed hourly from Harbor Inn. Photo shows Port Ambassador Don Persson in bow flanked by two of the finalists in Miss Port of Long Beach competition. That's Deborah Chavez of Zim Container Service at left and Brenda Kiggins at right. Long Beach retained West Coast tonnage leadership among American ports again last year when a record 2832 vessels called, handling 29,378,454 tons of cargo. (100576)




The Port of Long Beach, in cooperation with one of their major tenants, United States Lines, has designed and had painted a new 40-foot container saluting America in its Bicentennial celebration. The uniquely-decorated container is pictured as it was loaded aboard the American Archer to begin its voyage across the Pacific as a goodwill ambassador to many parts in the Far East in the months ahead. On hand for the operation are Port Director of Commerce Lee Sellers, left, and Capt. Everett Bell, Terminal Manager for the shipline. (92976)

Long Beach, with the deepest water berthside of any U.S. port, continues to set records for the size of tankers handled with the recent maiden voyage arrival of the Arco Independence at the Atlantic Richfield Marine Terminal at Berth 118. With a beam of nearly 176 feet, the 151,272 deadweight ton vessel claims two distinctions. Not only is this the widest ship ever to berth at the Port of Long Beach but the discharge of 1,085,000 barrels of Iranian crude oil is believed to be the largest load ever handled by any U.S. port. The 921 foot long Arco Independence, which draws only 50 1/4 feet of water, will be joined shortly by a sister ship. (102076)

# Orbiter Probe

## ICHCA Central Office

London, 29th September 1976 (ICHCA=International Cargo Handling Co-ordination Association. Letter from Mr. R.P. Holubowics, Chairman, Executive Board and Council of ICHCA):—In view of your interest and the support given ICHCA's activities in your columns, I felt you and your readers would want to be informed of some imminent developments taking place within the Association's Central Office in London.

Firstly, we are pleased to advise the appointment of Mr. Brian Abbott as Technical Secretary of the Association effective 4th October 1976. Mr. Abbott holds an M.Sc. degree in Ship Technology from Newcastle University and a B.Sc. in Nautical Studies from Liverpool Polytechnic. He spent 10 years at sea as a deck officer on dry cargo vessels as well as tankers.

At the same time the Secretary General, Jhr. H.L. van Suchtelen, although fully recovered from a heart attack in August 1974, has requested for obvious health reasons to be relieved of the over-all responsibilities and pressures inherent in the Secretary General's position and to be allowed to assume a deputising role under a new Secretary General.

The Executive Board of ICHCA has agreed to Mr. van Suchtelen's request and immediate steps are being taken to recruit a top level individual for the position of Secretary General. In the meantime Mr. van Suchtelen will continue as Secretary General pending the appointment of his replacement. He will assume the title of Deputy Secretary General when the new Secretary General has been appointed and although the reasons are regrettable the Executive Board looks forward to a steady continuity in Central Office activities.

To round off the staffing problems bedevilling ICHCA, it is with much regret that I have to advise that the Assistant Secretary General, Mr. C.C.R. Baker, has had to withdraw from active work in the Central Office because of a serious health problem. Chris Baker, who has been a member of the Central Office staff since November 1964, shortly hopes to return to the Central Office on a part-time basis, but the full-time responsibilities of Assistant Secretary General will be merged into the broader responsibilities of the Deputy Secretary General.

As you know, ICHCA is a non-profit, non-commercial organisation devoted to the idea of promoting efficiency in international goods transportation. This is done through the voluntary association of firms, governmental entities, and private individuals throughout the world constituting a forum focusing on problems and new techniques of cargo handling.

Significant advances in transportation technology have taken place since the foundation of ICHCA in 1951, and we look forward, with the help of the international technical press, to a continuation of the Association's work of disseminating and highlighting information on new technologies for the benefit of the whole world.

### *NPC BOOK:*

## Annual Digest of Port Statistics 1975 (Volume One)

**Recession caused big drop in Britain's port traffic last year; NPC Statistics reveal substantial fall in oil imports**

London, 29th September, 1976:—A drop of over 50 million tonnes in traffic, principally oil, through British ports last year is revealed today by the National Ports Council in their **Annual Digest of Port Statistics***.

However, the Council report that returns from ports relating to the first half of the present year do show signs of recovery relative to 1975, more especially in non-fuel traffic.

In 1975 total foreign and coastwise traffic was 315.9 million tonnes, a drop of 51.8 million tonnes on the previous year and over 60 million tonnes below the record total of 376.7 million tonnes recorded in 1973.

The decline reflects the general economic recession and the effects of the increases in crude oil prices by OPEC. The largest single factor in the decline was a substantial reduction in the traffic in crude oil and refinery products. Petroleum imports fell by 25.2 million tonnes (to 102.3 million) and coastwise movements of petroleum were 16 million tonnes down at 66.2 million tonnes.

Another major factor was a decline of 9 million tonnes in imports of basic material, including ores and scrap (down 5.3 million tonnes) and wood lumber and cork (down 1.9 million tonnes). Traffic in manufactured goods dropped by 4.8 million tonnes, 3.4 million tonnes of this being imports and 1.4 million tonnes exports.

Offsetting these falls to a limited extent was an increase of 1.4 million tonnes in the traffic in foodstuffs, and 2 million tonnes in coal traffic, largely due to imports inceasing by 1.3 million tonnes.

For the first time since the 'container revolution' began to affect the pattern of general cargo traffic there was a decline in the tonnage of goods carried on unitised services, i.e. container and roll-on traffic, which at 29.1 million tonnes was 1.5 million tonnes down on the record tonnage of 30.6 million achieved in 1974, although still higher than the 1973 figure (28.5 million).

The Council's figures also show that within the unitised sector, roll-on traffic is increasing its share of the market, from 53.8 per cent in 1974 to 58.5 per cent in 1975.

Passenger traffic did not share in the general decline, passenger movements through UK seaports being up by over 2 million on the 1974 figure, at a record 15.7 million (just over half the corresponding figure of 29.9 million for

air travel). Traffic in accompanied cars was also at a record level of 2.6 million.

### Manpower

This year's **Digest** includes a detailed analysis of the results of a census of the industry's manpower carried out in June 1975. This shows that of the 78,015 people employed at that time, 33,602 were registered dockworkers, 7,365 were non-registered dockworkers, and 37,048 were employed in other grades.

The total number of employers of registered dockworkers declined by 20 during the year, and at the end of 1975 stood at 299, compared with 734 in 1967 (just after decasualisation and the scheme for licensing port employers was first introduced).

Industrial disputes caused 79 stoppages of work during the year, and these resulted in the loss of 323,000 working days.

### Performance of individual ports

Most ports experienced a decline in foreign and coastwise traffic during the year. A number of important ports did however, achieve some growth e.g. Felixstowe (up from 3,670,000 tonnes to 4,116,000 tonnes), Dover (up from 3,265,000 tonnes to 3,550,000 tonnes) and Fleetwood (up from 295,000 tonnes to 1,015,000 tonnes).

Tonnages through the major ports in 1975 are shown below (the figures in brackets are tonnages excluding fuel traffic):

| | |
|---|---|
| Milford Haven | 44.8m. (0.03m.) |
| London | 41.5m. (14.8m.) |
| Southampton | 24.5m. (3.0m.) |
| Liverpool | 23.7m. (10.0m.) |
| Medway | 21.4m. (1.9m.) |
| Immingham | 20.5m. (8.2m.) |
| Tees & Hartlepool | 20.1m. (8.7m.) |
| Manchester | 14.1m. (4.4m.) |
| Clyde | 12.1m. (4.9m.) |
| Forth | 8.4m. (3.2m.) |
| Swansea | 6.1m. (0.7m.) |
| Hull | 4.5m. (3.8m.) |
| Bristol | 4.5m. (2.8m.) |
| Tyne | 4.3m. (1.0m.) |
| Felixstowe | 4.1m. (3.8m.) |

The above tonnages relate to foreign and coastwise traffic. In addition some ports have substantial quantities of special traffic which does not fall into either of these categories, most notably commercial landings of sea dredged sand and gravel, material shipped for dumping at sea (e.g. sewage) and traffic with offshore installations.

### Content of the Digest

Volume One of the 1975 **Digest** contains 99 tables divided into four sections: Goods traffic analysed by commodities; Container and Roll-on traffic: Passenger traffic; and Manpower. Volume Two, to be published later, will include statistics based on Customs data relating to overseas trading areas, and summaries of the financial performance of major port authorities.

* Annual Digest of Port Statistics 1975 (Volume One) Published by the National Ports Council, Commonwealth House, 1-19 New Oxford Street, London WC1A 1DZ. Price: £10.00

## *NPC BOOK:*

# The cost of accidents within the port transport industry

**NPC Survey of Accidents at General Cargo Berths; "Mechanisation Increases Accident Costs Dramatically".**

London, 15th October, 1976:—A report* which reveals the high cost of accidents in modern port operations was commended by Mr. Morris Gifford, Director-General of the National Ports Council, as providing a financial inducement to management to take full account of safety factors in dockside operations.

"Of course the safety of the individual must always be paramount", said Mr. Gifford. "However, in any commercial operation there is a natural reluctance to spend money on anything which does not show an obvious return, and it undoubtedly helps if money spent on accident prevention can be shown to produce a quantifiable return. That is what this report does.

"By showing that such expenditure can be justified for economic and operational reasons, as well as on humanitarian grounds, it should encourage anybody with operational responsibilities to pay the necessary degree of attention to considerations of safety".

Study of a group of container berths with an annual throughput of over two million tonnes showed that during a 12-month period accidents at the berth cost the port at least £190,000 (at 1974 prices) and a loss of 942 man-hours of production. The study also compared the cost of accidents at a conventional general cargo berth with a throughput of 51,000 tonnes, and a roll-on berth with a throughput of 358,000 tonnes. Over the same 12-month period accidents at the conventional berth cost £5,652, and at the roll-on berth, £18,120.

The report, by the Council's Manpower Research Unit, points out that the results at the three types of berth are not directly comparable, but they do indicate the effect of mechanisation on the type and cost of accidents. Two types of accident were included in the study—those involving injury to individuals, and those resulting in damage to equipment. The results showed that while the number of personal accidents decreased with greater mechanisation, when these did occur on such berths they tended to be more serious. The dramatic rise in the cost of accidents with mechanisation was largely due to damage to equipment and its consequent effects.

The study was undertaken in response to the Report of the Robens Committee on Safety and Health at Work. That Committee pointed out that the economics of accidents and accident prevention was an important subject requiring further research, adding: "the economic return from accident prevention is one that employers cannot afford to overlook".

The NPC report suggests that a system of budgetary control related to the cost of accidents might be introduced

* The cost of accidents within the port transport industry. Published by the National Ports Council, Commonwealth House, 1-19, New Oxford Street, London WC1A 1DZ. Price £8.00.

in the ports to encourage positive action in the field of accident prevention.

At present a manager is customarily required to meet from his departmental budget the cost of any accident prevention measures undertaken within his department. Accident costs, on the other hand, are absorbed in the running costs of the port as a whole. Hence the departmental manager has no economic motivation to undertake accident prevention.

The report suggests that in the interests of safety this method of allocating costs should be reversed. Thus accident prevention expenditure would be financed from a general fund, but the cost of any accident would be charged to the department concerned.

"This introduces a positive economic motivating factor for managers".

## "Portos e Navios"

Rio de Janeiro, Brazil (Selected headline translated into English):—

**June 1976**

- The National Traffic Plan and the Amazonian Waterway System.
- Portobrás and the Navy's Hydrography and Navigation Department signed agreement for the installation of a new navigation aid system for the main Brazilian ports, with modern and efficient electronic buoys; the system is already operating at the ports of Rio Grande and Paranaguá.
- Fire-protection at the Port of Rio de Janeiro.

**July 1976**

- Portobrás opens tender for Rio Doce: documents to be received up to August 18 and proposals on September 20.
- Portobrás shall participate in the financing of Rio de Janeiro Port, according to the contract signed for the financing of 240 million cruzeiros, this year, of which 84% for the Sepetiba Terminal.
- Start of the construction of Sepetiba Port with the arrival of the floating platform of Ecex at the works' site.
- 2.2 billion cruzeiros in 1976 for the Brazilian Ports.

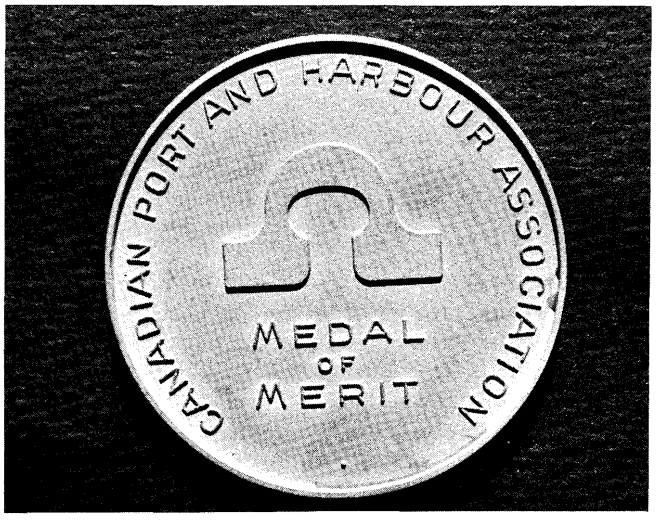
## Medal of Merit awarded

Charlottetown, Prince Edward Island, Canada (Canadian Port and Harbour Association, Toronto):—An Engineer whose 35-year career with the Federal Government involved him in the development and direction of many of the country's most important navigation and water resources projects, has been awarded the Canadian Port and Harbour Association's (CPHA) 1976 Medal of Merit.

Charles K. Hurst, 60, was presented with the medal by Transport Minister Otto Lang at the association's annual meeting held recently in Charlottetown, Prince Edward Island (September 12-15, 1976).

The Medal of Merit, awarded for the first time last year, was instituted by the association to honour those individuals it feels have made significant contributions in

**Canada's Transport Minister Otto Lang (right) presents the Canadian Port and Harbour Association's Medal of Merit to Charles K. Hurst, former Chief Engineer of the Federal Department of Public Works. (See attached story for more details).**




port, shipping or related marine areas. Only candidates nominated by CPHA members are eligible for the award.

"This year the medal was awarded to Mr. Hurst for his technical achievements and years of service in the marine community," said Port of Montreal Manager Nick Beshwaty, Past President of the Association.

Mr. Hurst, who will deliver a paper on tidal power later this month (September) at the International Ocean Sciences Conference in Tokyo, Japan, retired at the end of 1975 as Chief Engineer of the Federal Department of Public Works,

**(Continued on next page bottom)**

# Canada marks First Port and Harbour Week

## CPHA= Canadian Port and Harbour Association

Toronto, Ontario, Canada, October 4:—Canada's ports took advantage of the first-ever Canadian Port and Harbour Week late last month (September) to explain the important economic role played by each port within the community it served.

"It's pretty difficult to find an industry that spreads more money around than ports do," said Christopher Brown, president of the Canadian Port and Harbour Association (CPHA).

The importance of Canada's ports as key links in the nation's transportation complex received formal recognition when Transport Minister Otto Lang addressed the annual CPHA meeting in Charlottetown, Prince Edward Island, last September 13th and read his proclamation announcing Canadian Port and Harbour Week.

The document pointed out that excluding the four major oil producing countries, Canada ranks seventh in the world in the use of ocean shipping.

"Our waterborne imports and exports amount to nearly 200 million tons a year, and the domestic movement of goods between shipping points brings the total cargo which must be handled by Canada's ports to more than 300 million tons annually," Mr. Lang said in the proclamation which set aside the week of September 26–October 2 in recognition of Canada's ports.

"Moving over 20 per cent of its gross national product by water, Canada is highly dependent on the provision of effective shipping services, particularly those offered by its ports," the proclamation stated.

"This year's theme was 'The Community We Serve' so some of our ports took an open-house approach to let the community come in and look around," said Mr. Brown who is Chairman of the Fraser River Harbour Commission in British Columbia.

"Generally speaking we wanted to focus attention on the economic role played by Canada's ports," said Nick Beshwaty, manager of the Port of Montreal and past president of the CPHA.

"It is an unfortunate fact that most Canadians, even the majority of those who live in the immediate vicinity of our ports, know little of the essential role which ports play or of their importance to the economy of the country," he explained.

Association members believe that the role of ports is unique in the transportation field. Ships, railways, trucks and aircraft all join in the common purpose of moving goods.

"Ports do not engage in the transportation of cargo," Mr. Beshwaty pointed out. "Instead, they are specially equipped and organized to facilitate the rapid transfer of cargo between ships and land transport."

Ernest B. Griffith, the association's founding president and general manager of the Toronto Harbour Commissioners, noted that each year billions of dollars worth of goods move through Canada's ports which provide employment for thousands of workers and account for millions of dollars in wages.

In his proclamation, Mr. Lang stressed that each Canadian port has a profound impact on the development of the community where it is located.

"In addition to its internal operations, a port fosters the growth of a variety of industries related to or dependent upon its activities," he stated.

A recent economic impact study at the Port of Vancouver showed that billions are poured into the economy directly or indirectly by waterfront activities.

The Vancouver study indicated that workers in the 54,000 jobs created by port activity paid $135 million in federal, provincial and municipal taxes. It was also discovered that 70 per cent of Western Canada's external trade is handled through Vancouver, representing $8 billion in monetary terms.

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a position he had held since 1972.

Born in Calgary, Mr. Hurst graduated from the University of Alberta in Civil Engineering and did post graduate work at the State University of Iowa where he received his M.Sc. in hydraulic engineering.

During his long career, Mr. Hurst held numerous important posts. He served as special advisor to the Chairman of the Canadian Section of the International Joint Commission. At one time he was responsible for the operation of the largest dredging fleet in Canada and such projects as the demolition of Ripple Rock in Seymour Narrows, B.C., a serious hazard to navigation.

He served as Chairman of the International Great Lakes Levels Board studying problems related to the water resources of the Great Lakes, was a member of the Engineering and Management Committee of the Atlantic Tidal Power Programming Board which studies the possibility of tidal power in the Bay of Fundy, and in 1975 was appointed Chairman of the Canadian section of a Canada-United States Committee investigating dredging practices on the Great Lakes.

Mr. Hurst has also been concerned with the planning and development of such major projects as the new oil terminal for supertankers at Point Tupper on Cape Breton Island, and the terminal at Come-by-Chance, Nfld. As well, he has been involved with the feasibility study for the construction of a marine terminal for supertankers on Herschel Island in the Arctic near the mouth of the Mackenzie River.

In addition to serving as chairman of a committee studying large oil tankers, he is also a director of the World Dredging Conference and represents Canada on the International Commission on Environmental Effects of Dredging.

Married with three children, Mr. Hurst and his wife Freda live in Ottawa where he is president of the Parkdale Community Development Association, a group interested in maintaining senior citizens in their own homes.

This is the second time the Medal of Merit has been awarded. Albert Sigurdson, 48, who covers the shipping beat for the Globe and Mail's Report on Business, was the first recipient last year.

"This was the message we were trying to get across during Canadian Port and Harbour Week," said association president Mr. Brown. "We wanted to let people living in port cities know what a valuable asset they have in their port."

Referring to the Port of Vancouver impact study, Mr. Brown revealed that each ton of general cargo produced $38 in benefits to the local economy. A similar study for the port of Seattle indicated $110 a ton in benefits, while another study done for the Port of Montreal calculated that a ton of general cargo generated $48 directly and indirectly.

This year's Canadian Port and Harbour Week activities—ranging from port tours to slide shows—were aimed at the local community.

Canada's first port week coincided with National Port Week in the United States.

## New CPHA Head elected

Toronto, Ontario, Canada, September 22 (Canadian Port & Harbour Association):—Fraser River Harbour Commission Chairman Chris Brown is the new president of the Canadian Port and Harbour Association. Vice-president is Mowbray Alway of the Hamilton Harbour Commissioners.

Mr. Brown, who was elected during the association's annual meeting held recently (September 12-15, 1976) in Charlottetown, Prince Edward Island, succeeds Montreal port manager Nick Beshwaty.

Other members of the Board of Directors are: James G. Henderson, North Fraser Harbour Commission, B.C.; A.J. (Fred) Quenneville, Windsor Harbour Commission, Ontario; Charles Trudelle, Port of Trois Rivieres, Quebec; Henri Allard, Port of Quebec, Quebec; Gordon C. Mouland, Port of Saint John, N.B.; William Adams, Port of St. John's, Newfoundland; and Fred Lawton, Transport Canada.

Gary F. Reid, of the Port of Toronto, was appointed secretary-treasurer succeeding Ian C.R. Brown, also of the Port of Toronto.

## New emergency brows installed at all locks

Balboa Heights, C.Z., October 12 (Panama Canal Press Release):—A new, convenient and inexpensive safety device has been installed at all three sets of Canal Locks to provide both fast access for emergency help for seriously ill or injured persons and for those who must be taken off transiting vessels at the locks for prompt hospitalization.

The Panama Canal organization has acquired a total of six 10 1/2-foot long aluminum brows, which look to the non-mariner very much like abbreviated gangways. Persons needing speedy medical attention—be they passengers aboard ships, crewmembers or Canal employees—can be carried off by stretcher over the brow to the lock sidewall and placed into a waiting ambulance so that they may be rushed to a hospital. Brows have been placed at each sidewall of all locks.

Previously, the patients would first be taken from the ship on a 24-foot portable gangway to the centerwall. They then would be lifted on a stretcher over a mitergate walkway, a relatively long journey that carried with it an element of risk, before reaching the ambulance.

The large portable gangway formerly used will continue to be employed for normal, non-emergency cases. However, the large gangways require a considerable number of men to handle who are not always instantly available. Thus the decision was made to purchase the smaller and lighter gangways for use on the sidewalls. They require only a minimum number of men to handle and are easily transportable by truck to any point on the sidewall.

While their use is anticipated on a rather unfrequent basis, it is hoped that their availability will contribute to a speedier response to medical emergencies. Recent cases of emergencies from transiting ships involved serious injuries from shipboard or transit activities and sudden physical collapses, usually associated with heart attacks. Routine medical service will continue to be provided to visiting ships while awaiting transit.

## Container crane replacement begins

Baltimore, Md, October 18 (News from Maryland Port Administration):—On-site construction of the first of two replacement container cranes has begun at Dundalk Marine Terminal in the port of Baltimore.

Dundalk, which once had seven specialized container cranes, has operated with only five cranes since last March when a hurricane force windstorm hurled two of the massive pieces of machinery into the harbor.

Earlier this week, Sanko Line's AEGIS TOPIC docked at Dundalk's Berth 12 and unloaded 620 tons of container crane parts from Ishikawajima-Harima Industries (IHI) in Japan. IHI, through its American representative C. Itoh and Company, was awarded a total of $3.94 million contract in April 1976 to replace both lost cranes.

The first of the new cranes is scheduled to be operational by January 1977. The second crane is expected to arrive at Dundalk aboard American Export Line's EXPORT COURIER on October 26, 1976, and be in place and operational by February 1977.

As were the two destroyed cranes they are replacing, the new Dundalk container cranes will be gantry mounted diesel electrics of 40-ton capacity.

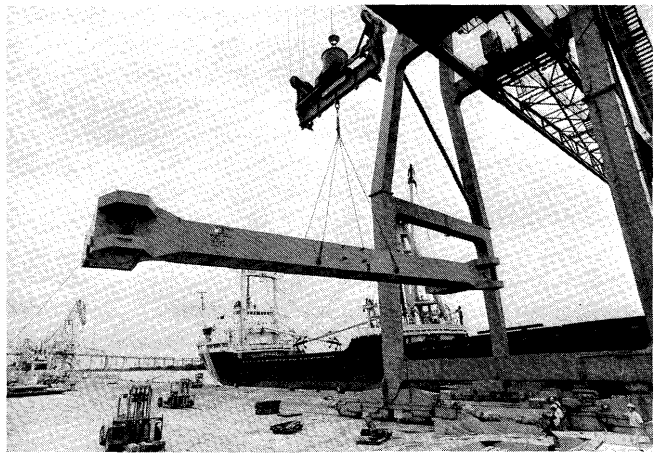
The only major design difference on the new cranes is a shorter backreach, which will be 60 feet as compared with 100 feet on the old cranes. However, this smaller backreach in no way affects the safety or operational efficiency of the new cranes as compared with the five other container cranes at the terminal.

Dundalk, Baltimore's center for container activity, handled 1,551,657 tons of containerized freight through the first eight months of 1976, only some 10,000 tons below the figure for the same point a year ago.

The Maryland Port Administration terminal annually accounts for about 75 percent of Baltimore's portwide container traffic. Overall, Baltimore has the second largest container volume on the U.S. Atlantic and Gulf coasts.

## "Port Everglades Cruise Guide"

Hollywood-Fort Lauderdale, Florida, September 21 (Port Everglades Authority):—Port Everglades—the South's leading International Cruise Ship Port and a major world cruise port—is located within the south city limits of Fort Lauderdale and the north city limits of Hollywood,



**Charleston, South Carolina (South Carolina State Ports Authority):—The rapidly expanding Port of Charleston receives two new container cranes from the SS Sakura Maru, this one at its Columbus Street Terminal and its "twin" at North Charleston Terminal. The 45-ton IHI cranes, built by C. Itoh and Co. of Japan, will represent an investment exceeding $4.5 million when installation is completed next January. These additions will give the South Carolina State Ports Authority five container cranes (three at North Charleston, two at Columbus Street) to serve 11 pure container lines now regularly calling, plus others expected to begin service through Charleston when the cranes become operational.**

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approximately 20 miles north of Miami.

Luxury liners make over 250 calls yearly. During the winter season, upwards of 100 cruises and voyages to the Bahamas, Caribbean, South America, Europe and around-the-world are offered from Port Everglades.

A multi-million dollar passenger pier and terminal complex have been built to accommodate the increasing number of embarking, debarking and intransit passengers. Two terminals are located on the passenger pier which is located in the south part of the harbor. Each terminal is air conditioned, with spacious Customs and lounge areas, and each is equipped with elevators for embarkation and debarkation from a second-floor level. In addition auxiliary passenger terminals are located elsewhere in the Port.

All sailings for 1976-77 have been compiled in a convenient Cruise Guide which is published annually by the Port Authority. The booklet is free and may be obtained by writing to Paul D. deMariano, Port Director, Port Everglades Authority, P.O. Box 13136, Port Everglades, Fl 33316.

## Sohio applies for terminal

Long Beach, Calif., 100876 (Port of Long Beach News):—Sohio Transportation Company, a wholly-owned California subsidiary of Standard Oil of Ohio, has applied to the Long Beach Harbor Commission for a lease on the proposed three-berth deep water petroleum terminal to be built by the Port of Long Beach south of Pier J to receive oil from Alaska's North Slope.

In a formal application, Sohio requested a long-term lease on marine terminal facilities designed to accommodate tankers of up to 56 foot draft, upon which Sohio would install pipelines for the offloading and transportation of crude oil. They also seek adjacent land area on Pier J on which they would construct storage tankage and pipelines.

Also sought is a pipeline permit for right of way in those City-owned lands under the jurisdiction of the Board of Harbor Commissioners in order to transport the petroleum inland to nearby refinery and storage facilities.

This first step in the complex process of obtaining the necessary permits was received and filed, with the Board referring the application to General Manager Thomas J. Thorley for appropriate action.

Thorley noted that the planned marine terminal will require an estimated investment of some $50 million by the Port of Long Beach and that the project will be financed by revenue bonds similar to those that financed the recently-completed container complex.

Sohio earlier agreed to reimburse the Port for certain environmental and engineering studies if for any reason the planned facilities cannot be constructed.

Before actual construction can start on any phase of the project, it must be approved under terms of the California Environmental Quality Control Act of 1970. The Harbor Commission is expected to review an Environmental Impact Report upon completion next month. Public hearings will also be scheduled at that time.

Should the necessary permits be granted and the terminal and pipeline facility approved, it is estimated that nearly $10 million in public revenues will be generated during the two year construction period. More than one-fourth of this would go to the local Long Beach school districts.

The project is expected to provide 3100 new jobs in construction and supporting industries, with a total payroll over the construction period of $60 million.

Money spent by Sohio and their employees for land, construction materials and supplies will exceed $92 million, including payroll income spent by workers for their personal needs and services. City of Long Beach businesses will receive over $22 million of this amount.

Public revenues derived from the normal operation of the marine terminal and pipeline will add nearly $9 million annually over the expected life of the project. Of this, the City of Long Beach will receive $1 million, the Port $1.6 million, the Long Beach Unified School District $1.8 million, and the Long Beach Community College District $300,000 per year.

Some 754 new employment positions will be available, including direct operations and supporting personnel, following completion of the terminal and pipeline in 1978.

## Near-record tonnage

Long Beach, Calif., 101476 (Port of Long Beach News):—The Port of Long Beach handled a near-record total of 29,378,454 tons of cargo valued at nearly $6.3 billion in fiscal 1975-76, according to their just published annual report, and set new highs in several categories, including number of ship calls, container movements, general cargo shipments and total value of cargoes handled.

During the fiscal year ending June 30, a record 2832 vessels berthed at Long Beach Harbor's 66 deep water berths, including tankers as large as 165,000 deadweight

tons. Not surprisingly, bulk petroleum led all other products handled by a wide margin, with a total of 17,309,912 tons accommodated via the Port's marine terminals. Economic benefit of this cargo to the community was some $104 million.

A record 7,371,069 tons of high-value general cargo was also handled during the 1975-76 period, and this type of commodity generated nearly $175 million in benefits within the community.

Dry bulk products, such as petroleum coke, totaled 4,505,006 tons and their economic benefits approached $25 million.

The Far East once again dominated Long Beach Harbor's overseas commerce during the last year accounting for 52 percent of all foreign tonnage. This compares to Europe with 15 percent, the Middle East with 11 percent, Africa 10 percent, Latin America 10 percent and Canada 2 percent.

Japan again led all of Long Beach's trading partners in value of cargo, with almost $2 billion worth of goods exchanged. Hong Kong was second at $468 million, edging Korea's surprisingly strong $396 million and Taiwan's $347 million. Indonesia's low sulphur oil pulled that country into sixth place with $183 million in trade, followed by The Netherlands (gateway to the Continent), Malaysia (oil again), Ecuador (ditto), West Germany and Iran (another oil exporter).

Long Beach Harbor is presently engaged in a two-year $2 million study of the environmental and economic feasibility of creating a three-berth oil transfer terminal to accommodate petroleum from the North Slope of Alaska, which in turn will reduce America's dependence on foreign oil.

Containerization of general cargo continued to climb at Long Beach's four container terminals during the last fiscal year, with nearly 450,000 20-foot equivalents containing 4.7 million tons of goods moving across the berths.

Forty-four steamship lines call regularly at Long Beach, where cargo tonnage has increased by almost one and one-half times in the last dozen years.

**Oakland, Calif., October 6 (Port of Oakland):—LAST ANCHORAGE—Designed to hold an aircraft carrier against the tide, this 30,000-pound anchor and two tons of chain took a bit of wrestling to position at the Port of Oakland recently. The anchor was presented to the city of Oakland by the officers and men of the U.S.S. Oriskany, upon its decommissioning as the last operational Essex-class carrier in the Navy—a design made famous during the Pacific naval campaigns of World War II. The Oriskany had been adopted by the city of Oakland in 1968. The anchor will remain on public display at Oakland's Jack London Square while the deactivated Oriskany goes into mothballs in Puget Sound.**

## Trade Promotion Book available

New York, N.Y., September 27 (News from The Port Authority of NY & NJ):—A report on the "other" programs of The Port Authority of New York and New Jersey—those which carry out a vigorous and comprehensive effort to promote and maintain world commerce and trade activity—as contrasted with the more visible program of building and operating major airports, marine terminals and mass transit terminals and facilities, was released today at the start of National Port Week by Chairman William J. Ronan.

The 56-page, detailed report, PROMOTING COMMERCE AND TRADE THROUGH THE NEW YORK-NEW JERSEY PORT, has been sent to Governors Hugh L. Carey of New York and Brendan T. Byrne of New Jersey. It is being distributed to members of the legislatures of the two States, trade and civic groups, community leaders and the news media.

The report reviews the development of and economic significance of Port Authority programs for trade development; commerce promotion and protection, both marine and air; trade research functions; development of trade policies; World Trade Center information services; and industrial development.

Dr. Ronan said the report had been issued so that the Governors, legislators, and other interested persons can be more aware of the significance of the Authority's program of promoting and protecting commerce and trade in the 55 years since the creation of the Port agency under the 1921 compact between the States of New York and New Jersey. He noted that port promotion and protection involve many departments of the Port Authority working in close cooperation and liaison with each other.

Copies of the report are available upon request from the Port Promotion Division, One World Trade Center, Room 63E, New York, N.Y. 10048.

## New container crane

Oakland, Calif., October 5 (Port of Oakland):—NUMBER 15 SOARS SKYWARD AT OAKLAND—A 40-ton sliding-boom electric gantry container crane, the 15th huge box lifter in the Port of Oakland's cargo handling arsenal, recently was pieced into vertical position at the


Port's new Outer Harbor Container Terminal.

Scheduled to enter full-scale operation on New Year's Day, 1977, the $18.8 million Outer Harbor Container Terminal will serve a consortium of four Japanese steamship companies which have been calling at the Port of Oakland since 1968. They are K Line, Japan Line, Mitsui-O.S.K. Lines and Y.S. Lines.

Even as fendering is being installed along the three-berth concrete wharf, office, service and storage building construction progresses and crane rails are extended beyond the frame of the first $2.5 million container loading device, an identical twin has been stowed in sections aboard barges at the nearby Paceco manufacturing yard in Alameda, on the Oakland Estuary.

When rigged in place, equipped with booms and power—scheduled for completion within 60 days—the two giant Outer Harbor container cranes will bring Oakland's total of these devices to 16: three more container cranes than any other port on the Pacific Coast.

Moreover, completion of the 51-acre Outer Harbor Container Terminal yard at the end of December will boost the Port of Oakland's overall waterside container marshalling area to nearly 350 acres—more than twice the capacity of its nearest West Coast rival, the Port of Long Beach.

With some 82 percent of its entire annual tonnage devoted to containerized cargoes, the Port of Oakland is the most highly specialized container shipment service port in the world. Its container traffic is exceeded in the United States only by the Port Authority of New York/New Jersey.

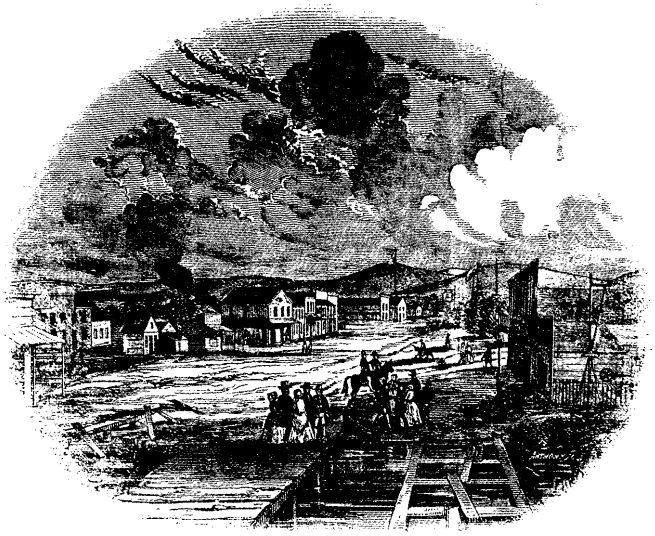
Specially tailored to the expanding needs of the Port of Oakland's four long-term Japanese customers, 32 acres of the Outer Harbor Terminal yard have been reinforced to handle the stresses of Transtainer yard operations.

These massive wheeled vehicles, which can straddle ranks of five containers across stacked three high for consolidated yard movements, will be driven from the lines' present terminal at Seventh Street to the Port's Outer Harbor Container Terminal sometime in December.

PORTPROGRESS

PORT OF OAKLAND NEWS·EVENTS

SEPTEMBER 1976



VIEW OF OAKLAND CITY, CONTRA COSTA

Meanwhile, work continues on the 18 acre yard and third berth of the Outer Harbor terminal, a public container facility to be used principally by Maersk Lines, now operating weekly Far East full-container service from the Port of Oakland Middle Harbor area.

Prime contractors for the latest Port of Oakland project include Santa Fe-Pomeroy, concrete wharf construction; Freeman-Sondgrath, yard paving and electrical service; Paceco, cranes; Rigging International, crane installation; M & H Construction, main office building; CSB Construction, maintenance building; and Carl Banke, Longshoremen's building.

## Prize won by "Portprogress"

Oakland, Calif., October 22 (Port of Oakland):—PORTPROGRESS, monthly magazine of the Port of Oakland, has won first prize in both four-color and black-and-white categories in the 1976 periodical publications competition of the American Association of Port Authorities.

This is the second consecutive first-place award in the latter category for PORTPROGRESS, which is produced by the Port of Oakland Public Relations Department under the direction of Charles Seifert. The magazine is written and edited by David Weber and designed by art director Michael Green.

Publications from virtually every major port of the United States, Canada, Latin America and the Caribbean were judged during the AAPA's 65th annual convention in Philadelphia, Pennsylvania.

**(Continued on next page bottom)**

# Robust Income Increase Achieved at Port Jacksonville Last Fiscal Year

Jacksonville, Florida (Jacksonville Port Authority News Release):—The Jacksonville Port Authority reported a robust 57 percent increase in net income from the operation of its two deep-water marine terminals and three airports in the fiscal year ending September 30, 1976.

James J. Scott, Jr., JPA managing director, said tonnage increases in general cargo and container imports helped to boost marine operating revenues to $7,147,600 and aviation revenues to $4,197,600, for a record total of $11,345,200, compared with $9,558,900 for the previous year.

Net income for the Marine Division reached $2,928,800, up 55 percent from last year's $1,893,000, and the Aviation Division netted $436,196, compared with $249,132 for fiscal 1974/75, a jump of 75 percent.

Scott said the big increase in the Aviation Division was due primarily to the completion of a new lease agreement with the five major airlines which serve Jacksonville International Airport. The number of passengers boarding at JIA increased by slightly more than 5,000 to 755,000 in the past year.

"It appears that the economy has picked up," said Scott. "Consumer goods are flowing again. We had healthy increases in automobile imports, steel, lumber and plywood. Only coffee imports showed a significant decline."

A total of 218,450 imported vehicles were handled at JPA facilities in fiscal 75/76, compared with 132,900 for the previous year. This includes cars put through JPA's public terminals as well as those processed by Joyserv, Ltd. which leases the Eighth Street Terminal from the Authority.

Steel was up from 65,000 tons 114,000 tons, lumber from 20,000 to 30,000 tons, and plywood from 27,000 to 48,000 tons. Coffee dropped from 102,000 tons in 1974/75 to 85,000 tons last year.

General cargo exports dropped for the third successive year. Paper products, primarily linerboard exports, declined from 182,700 tons the previous year to 136,200 tons in the 12 months ending September 30. Scrap steel exports dropped slightly from 80,500 to 78,800 tons.

Containerized traffic continued to expand strongly with a total of 404,000 tons handled over JPA docks, an increase of 33 percent from the previous year. Another 689,700 tons of container cargo was moved by Sea-Land Services, Inc., which leases the Eleventh Street Terminal from the JPA. Including the Sea-Land and Joyserv tonnage, Port Authority facilities accounted for a total of 2,551,500 tons of imports and exports.

Scott said a concerted effort is being made to strengthen the export market through direct contacts with foreign shipping interests and a stepped up advertising campaign coordinated with the Authority's branch offices in New York, Chicago and Tokyo. In addition, the Trade Development staff is working closely with the Chamber of Commerce Committee of 100 and other local interests to expand water-oriented industrial development and thus increase cargo movements through the Port of Jacksonville.

"We are accentuating personal contacts around the world," declared JPA Managing Director James J. Scott, Jr. "We recently completed a trade mission that took us to Japan, the Far East, Capetown and Johannesburg in South Africa, and Rio de Janeiro.

"The purpose of the trip," Scott added, "was to discuss the increased use of the Port of Jacksonville with steamship line officials and other top businessmen, including our present customers."

During his meetings, Scott outlined the most recent developments at the JPA's Blount Island containerport terminal and the general cargo facilities at Talleyrand Docks and Terminals.

"We have just completed a wharf expansion project at Blount Island which gives us two 900-foot container berths, each with a 45-ton container crane to service it," said Scott.

"It addition, we have a 100-ton and a 50-ton gantry at Blount Island to take care of general cargo and a pair of heavy duty mobile ramps to service roll on/roll off vessels adjacent to the container berths."

Scott said work has been started on another 300-foot extension which, when completed, will provide a total of five working berths along Blount Island's marginal wharf, the two 900-foot berths for container ships and three 600-foot berths for general cargo vessels. Engineering studies also have been started for extending the wharf another 900 feet to the east.

The 800-acre terminal on the St. Johns River, just eight miles from the Atlantic Ocean, has a 38-foot water depth, 360,000 square feet of warehouse space and 100 acres of paved open storage area, including 176 refrigerated container outlets.

The JPA also is awaiting delivery of a 50-ton gantry crane at Talleyrand Terminal, The Authority's second marine facility located on the 38-foot harbor channel near Downtown Jacksonville.

"This summer we purchased a bulk loading system for LASH barges and placed it at Talleyrand. Together with the new crane, we expect this additional equipment will enable us to increase our business considerably over last year's volume," said Scott. However, Scott does not anticipate the dramatic increase in income experienced by the JPA last year.

"I don't think we can hope to sustain anything like the 57 percent (net increase) we had last year," Scott observed. "Business should hold pretty steady and we are projecting an increase of about 10 percent in net revenues, both in the Marine and Aviation Divisions."

He said the Authority is now in good shape as far as terminal facilities are concerned but, in line with a long-standing JPA polity, all uncommitted income will be allocated to a long-range capital improvement program. This will primarily involve additional wharf extensions, both at Blount Island and Talleyrand Terminals.

**(Continued on next page bottom)**

# Port of Portland studies regional economic impact

## From "PORT SIDE" June 1976

More than 20,000 jobs, $289 million in payrolls and $493 million in value added to the local and regional economy were generated by the Port of Portland's marine terminals and the Swan Island Ship Repair Yard in 1975, according to an independent study just completed by Economics Research Associates of Los Angeles for the Port and released by Lloyd Anderson, Port executive director.

The report, "The Community Economic Impact of the Port of Portland Maritime Trade," details the impact of the Port's four main marine terminals and ship repair yard on the tri-county Port District, Clark County, Wash., and the state of Oregon outside the Port District. The study was authorized by the Port Commission at a cost of $55,700.

A chief finding of the report indicates that nearly 81 per cent of the $110.4 million in gross revenue benefits generated by the Port's marine terminals and shipyard accrue to the three counties in the Port District: Multnomah (64.4 per cent), Clackamas (8.4 per cent) and Washington (7.8 per cent). In addition, 7.8 per cent of these gross benefits reach Clark County, Wash., part of the Portland metropolitan area, and the remaining 11.6 per cent are distributed throughout the rest of Oregon.

Gross revenue benefits are the direct gross receipts to business firms that benefit from Port of Portland marine activity.

The report centers on three areas of benefit: jobs, payrolls and value added to the economy. Value added measures the economic contribution of an industry in terms of labor, overhead and profits.

The consulting firm traced the primary economic impact, both direct and indirect, as well as the induced impact of the marine terminals and shipyard.

Direct impact involves economic activities directly related to the Port facilities, such as jobs and services created by ships calling with cargo or for repair; inland transportation including trucking, rail and barge; ship crew expenditures, and port services. Indirect impact relates to jobs, payrolls and dollar cash flow developed by users of the Port's marine terminals, including shippers and manufacturers active in overseas trade and suppliers and subcontractors to the ship repair activities. Government agencies involved in Port marine activity, such as the U.S. Army Corps of Engineers, U.S. Coast Guard and the Portland Fire Bureau, also are included in indirect impact.

Induced impact traces the effect of dollars generated by operators and users of Port marine facilities as these new dollars move into the local and regional economy through consumer spending by employees of the Port and Port-related business concerns.

Presentation of the report was split between the marine terminals and the shipyard. A summary of the Port marine terminal findings is as follows:

| | | |
|---|---|---|
| Value added to the economy– | | |
| Primary: | | |
| Direct | | $ 47.6 million |
| Indirect | | 133.1 million |
| Induced: | | 229.7 million |
| | Total | $410.4 million |
| Jobs (full-time annual equivalent)– | | |
| Primary: | | |
| Direct | | 2,111 |
| Indirect | | 5,099 |
| Induced: | | 9,118 |
| | Total | 16,328 |
| Payrolls– | | |
| Primary: | | |
| Direct | | $ 28.9 million |
| Indirect | | 66.3 million |
| Induced: | | 120.1 million |
| | Total | $215.3 million |

A summary of the 1975 impact of the Swan Island shipyard is as follows:

| | | |
|---|---|---|
| Value added– | | |
| Primary: | | |
| Direct and Indirect | | $ 29.4 million |
| Induced: | | 53.4 million |
| | Total | $ 82.8 million |
| Jobs (full-time annual equivalent)– | | |
| Primary: | | |
| Direct | | 1,092 |
| Indirect | | 427 |
| Induced: | | 2,833 |
| | Total | 4,352 |
| Payrolls– | | |
| Primary: | | |
| Direct and Indirect | | $ 25.7 million |
| Induced: | | 48.0 million |
| | Total | $ 73.7 million |

Results of the four-month study were obtained primarily from personal interviews with maritime industry officials and from direct questionnaire mailings to nearly 300 firms in the Portland regional area and Oregon. Of the questionnaires mailed, 112 responses, or 38 per cent, were returned completed.

Here are additional findings of the study:

- Of the $493 million in total economic benefits (primary

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"We are pleased to see our operating revenues continue to rise," Scott added. "This makes it possible for us to continue funding projects from current cash flow, without having to depend on appropriations from the City of Jacksonville or on revenue bonding."

and induced value added) from all Port marine activities, $188 million accrued to Multnomah County, $55 million to Washington County, and $32 million to Clackamas County. Another $27 million benefited Clark County, and the impact of the balance was spread throughout Oregon.

- Of the 20,600 jobs generated by the Port marine terminals and shipyard, 8,095 were identified in Multnomah County, 2,259 in Washington County and 1,372 in Clackamas County. Another 1,157 related to Clark County residents and the remainder to the rest of Oregon.
- Payrolls generated from all Port marine activities totalled $289 million in 1975. The distribution included $116 million among Multnomah County residents, $31 million in Washington County, $20 million in Clackamas County and $16 million in Clark County.

Another feature of the study was to measure tax payments generated by Port marine activities. Although the Port does not pay property taxes on its waterfront facilities directly, the economic activity spawned in the tri-county area and the state by those facilities generates state and local taxes.

The findings showed that a total of nearly $55 million in state and local taxes were generated last year by Port marine activity, including $11.6 million which accrued to Multnomah County, $3.4 million to Washington County and just under $2 million to Clackamas County. The balance related to state and other local taxes.

At the Port's marine terminals last year, the value of all commodities handled by 859 vessels calling at Portland approached $1 billion. Some $2.9 million short tons of cargo moved across Portland's public docks, the study showed. Throughput at the Port's terminals constitutes about one-third of the total Portland harbor non-petroleum waterborne commerce. Non-Port activity was not included in the scope of the study.

Impact of the marine terminals was also calculated in terms of impact per ton of cargo for each of several commodity classifications. Grain, the Port's principal export product, is estimated to add $5.56 per ton in direct impact on the area economy. Automobiles have the highest impact per unit, calculated at $120.23 per car imported.

On the average, each ton of cargo moved across the Port's docks injects $22.60 per ton into the area economy, and each vessel calling at Portland brings an average of $76,000 into the economy.

The 60,000 cars entering Portland by sea in 1975 directly injected about $7 million into the area's economy, while providing 241 jobs and an associated payroll for the year totalling $3.3 million.

Last week, Gov. Bob Straub announced jointly with Port officials that Toyota had selected Portland as point of entry for all its automobiles destined for the Midwest, a total estimated to be in excess of 60,000 more cars per year. A separate section of the study estimates that a single shipment of automobiles requires the services directly of more than 30 different firms or associations from the time it enters the Columbia River until cars reach final destination at auto dealerships. Another 100 local firms are indirectly affected by Port auto import activity, the study indicates.

The examination of the Swan Island Ship Repair Yard's existing facilities showed that in 1975 the shipyard had a near-optimum occupancy average of 73 per cent with some months exceeding 90 per cent. Ship repair contractors recently have turned down opportunities to compete for repair work because of congested conditions at the yard.

The Los Angeles consultants are now completing work on the final phase of their contract with the Port to project independently the impact of the proposed new dry dock at Swan Island regarding potential jobs, payrolls and value added on the local and regional economy. Preliminary findings on this phase are due early next month.

Copies of the report summary are available at the Port offices, 700 N.E. Multnomah St., Portland, OR 97208.

**Washington, D.C., 10/12/76 (Marine Exchange of the San Francisco Bay Region):—WASHINGTON, D.C.—Plans for a government-assisted industry study which could lead to the nation's first automated vessel-traffic reporting system were discussed by Robert J. Blackwell (left), Assistant Secretary of Commerce for Maritime Affairs, and Robert H. Langner, Executive Director of the Marine Exchange of the San Francisco Bay Region. The Maritime Administration has contracted with the Exchange to supervise the year-long survey, feasibility study and design of an optimum system. Target is a cooperative program among more than 20 port areas, to coordinate reporting and dissemination of actual and anticipated ship traffic movements, plus related intelligence, utilizing telecommunications and data processing techniques. Technical input will be provided by ARINC Research Corp., Annapolis, Md., as subcontractors. Total program cost will exceed $100,000, with funding of $78,000 by the government.**

## New magazine format

Portland, Oregon, October 7 (Port of Portland News Release):—PORTSIDE, the general news magazine pub-

lished by the Port of Portland, Oregon, has been expanded and tailored to supply transportation industry readers with interesting and comprehensive articles about the Port's progress.

The magazine, to be issued bi-monthly beginning this month, incorporates material previously published in PORTLINER, the Port's periodic newsletter that had been distributed exclusively in Asia.

Anyone interested in receiving PORTSIDE should contact the Portside Editor, Port of Portland, P.O. Box 3529, Portland, Oregon, 97208, U.S.A.

## Government-Industry to study ship traffic information system

San Francisco, Calif., 10/12/76 (Marine Exchange of the San Francisco Bay Region):—Announcement of an industry-government project which could lead to the nation's first (automated) comprehensive vessel-traffic reporting system at U.S. ports was made today by Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs, and Paul A. O'Leary, President of the Marine Exchange of the San Francisco Bay Region.

The project is scheduled for completion within 12 months. It will encompass surveys of major port areas to determine current ship-traffic reporting capabilities and information requirements of the maritime and world trade industry, as well as the government.

Analyses of survey results and the design of an optimum system will be performed by a sub-contractor, ARINC Research Corporation of Annapolis, Maryland.

Total cost of the study will exceed $100,000, of which $78,000. will be funded by the Maritime Administration. The contract was signed after more than two years of preparation and discussion, to assure probable feasibility of, and need for, improved vessel intelligence (reporting procedures). More than 20 ports and organizations will participate in the project.

Assistant Secretary Blackwell termed the project "a good example of the creative role for government to assume in a jointly funded venture. When completed, the system will be implemented and operated by industry to produce significant continuing benefits to the entire maritime community."

Exchange President O'Leary noted that the Golden Gate-based organization, with 127 years of service to regional shipping, is the oldest industry maritime agency in the nation. "We have been successful in pioneering many of the reporting techniques and harbor programs found at other U.S. ports. With modern telecommunications and EDP services available, we feel it's time to seek nationwide port information exchanges and pooling of intelligence, to meet today's needs for fast, accurate traffic information. Neither government nor industry can suffice any longer with localized, unique intelligence services, which are incompatible among the various port areas. If the effort is successful, we project a common, cooperative system, which will preserve the local independence of marine exchanges and maritime associations—and which will provide them with the benefits of greatly improved data flow, available to all."

Increasing use of fast container and other specialized and intermodal ships calling at U.S. ports has assured widespread interest and cooperation in the proposed standardization and improvement of uniform traffic reporting and projected arrivals, according to Robert H. Langner, Exchange executive director since 1959, the contractor's representative. He will be joined in supervising the study by Exchange veteran service manager Leonard L. Silva.

Maritime Administration assistance will be under the direction of Armour Armstrong, director of the Office of Port and Intermodal Development, with technical representation by Kern Thornton, program manager. Dr. Robert Powell, a principal scientist in ARINC's advanced research and development group, and Thomas McCarthy, senior engineering representative, will represent the subcontractor.

Data gathering through in-depth field interviews will be initiated in October.

## Eldon Opheim retiring

Seattle, Washington, September 24 (News Release from Port of Seattle):—J. Eldon Opheim, general manager of the Port of Seattle for the past 12 years, announced his forthcoming retirement at today's Port Commission meeting, effective January 15, 1977.

Opheim's career with the Port, which commenced in the fall of 1957 when he was appointed controller, spanned what has been regarded as the most active and productive era in the Port's history. Under his direction, the Port has become one of the leading container ports in the world and its import-export volume and domestic tonnage have made dramatic gains. During the same period, Sea-Tac International Airport has been almost completely rebuilt and is now one of the country's "major hub" airports, capable of handling as many as 12 million passengers annually.

Opheim's announcement came during today's regular Commission meeting and elicited complimentary remarks on his Port career from each of the Commissioners. Henry Simonson, Commission president, read the following statement into the records of the meeting:

"Although the Commissioners have known for some time that Eldon Opheim was planning to take an early retirement, it still comes as something of a shock to realize that he is now leaving.

So much of the progress of the Port of Seattle in the past 19 years seems to have been based on Opheim ideas and brought into being by Opheim determination, that one might wonder if the Port can survive without him.

Well, of course it will survive, and it will probably continue to progress without him (and, for that matter, without all of us.) But I know that my fellow Commissioners agree with me that the future development of the Port of Seattle, as well as the progress we have made in recent years, is based on the sound management practices which Eldon has developed, administered by the competent staff he has assembled.

These few words are supposed to be a tribute to Eldon, but the real tribute is the status of the Port of Seattle today, compared with the Port which he inherited back in the early 60's.

Eldon, the Commissioners and staff of the Port, and the citizens of King County, thank you and congratulate you for a job well done!"

# All Ports Are Alike

☐ True
or
☐ False

Test your transportation IQ. Put a check in one of the squares and look at the bottom of this column to see if you agree. By way of information, some ports provide only the bare essentials. Then there are others, like the Port of Houston, where facilities have always been kept ahead of customers' needs. For instance we have now expanded into three distinct port areas, each complete and designed for your particular cargo, providing the best facilities in the Gulf of Mexico.

## TRI-PORTS OF HOUSTON

Serving You better three ways

Port of Houston Authority/P.O. Box 2562/Houston, Texas 77001/Field Service Office/
Lincoln Bldg./60 East 42nd St./New York, N.Y. 10017

***Answer: False; but if you marked True, please write to the Director of Trade Development for information.***

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***multi-purpose***
***and***
***permanent***

The multi-purpose and "round the clock and year" activities are some of the assets symbolized by the new P.R.-emblem, stressing the fact that the Antwerp service to port users **at all times** meets all requirements of international trade and transport.

## PORT OF ANTWERP

Information: General Management of the Port, Town Hall, Antwerp, Belgium.

# London's Port Trade Committee Calls for Government Investment to Halt Decline in East End

## London Chamber of Commerce and Industry

London, 19th October, 1976 (Joint Port Trade Development Committee):—The formation of an independent Industrial Development Board for London's riverside and docks would not only help to create desperately needed jobs in the East End and help to ease the serious manpower surplus problem in the Port of London but would also act as a catalyst in the drive to revitalise the capital's Dockland area.

This is the belief of the Joint Port Trade Development Committee which publishes today its report on its year-long investigation into the factors which affect the level of trade and competitiveness of the Port of London.

The Committee, chaired by Frank Cousins, was formed following a recommendation of the independent Advisory, Conciliation and Arbitration Service in its report on "Difficulties Affecting London's Docks". The Committee is unique in the British ports industry in that it brings together representatives of port management, trades unions, port users and customers to seek ways of achieving a common objective—more trade for the Port of London.

The Joint Port Trade Development Committee says that the aim of the Industrial Development Board would be to stimulate investment in urgently needed labour intensive industry in the East End and also encourage private industry to move into the area. It should also take over from the Port of London Authority dock land surplus to operational requirements and acquire other land available for redevelopment.

The Board would be financed from Government funds but the finance would be regarded as an investment and not as a grant and a return on the capital would be sought.

The Committee was also concerned at the high costs which PLA has to bear because of its various statutory responsibilities and recommends changes to the Dock Labour Scheme which would have the effect of relieving PLA of the cost of maintaining a workforce which is too large for the present—and future—needs of the Port. PLA would as a result be able to revise its charges structure to become more competitive—the Committee recognises that London is regarded as a "high cost port"—and this would, of itself, do a great deal to attract trade to the Port.

In the introduction to the report, Frank Cousins says "The Port of London has reacted well to the changes in cargo handling technology of the last fifteen years but the Port is also paying the price of its history in that certain of its major facilities were designed and built for an era of shipping and cargo handling that has little or no relevance to the methods of the 1970s."

"Yet legislation and the social and economic environment in which the older facilities of the Port are located place severe constraints on the PLA which effectively preclude it from matching its human and physical resources to its existing and future requirements."

"Ways must be found urgently to match resources to those requirements—failure to do so will result in the further progressive decline of the Port with the inevitable threat to jobs of port employees and of those in surrounding areas."

"The blunt reality of the Port's dilemma is accentuated by the social and economic problems of the East End of London. A thriving industrial and commercial community in the port area would obviously benefit the Port itself. Similarly, a vigourous and prosperous port would also be instrumental in stimulating economic activity in the East End."

"But successive Governments, by their regional development policies, have sapped London of much of its industrial heart in favour of the "depressed areas" of the UK, and today the upper reaches of the Port and the depressed and run-down areas of the Capital are of little or no commercial benefit to each other", says Mr. Cousins.

"The Joint Port Trade Development Committee considers that the overall position is so grave that only by urgent and sustained Government action can this decline be contained and, in time, reversed."

## Bordeaux doubles its container traffic

Bordeaux, 27th August, 1976 (Port of Bordeaux Authority Press Release):—Container traffic passing through the Port of Bordeaux showed a large increase in July to reach a figure of 19,500 tons - double the tonnage figures of July 1975 (9,600 t.).

This figure is in fact a new monthly record, beating the May 1976 figures of 17,000 tons.

At the end of this seventh month of the year, the container figures show an increase of 49% in both tonnage and the number of boxes handled. 7,316 full boxes have passed through the port since January 1st. this year, as against 4,912 in the same period last year. Tonnage growth is equally up and stands at 97,547 tons as compared with 65,527 tons in 1975.

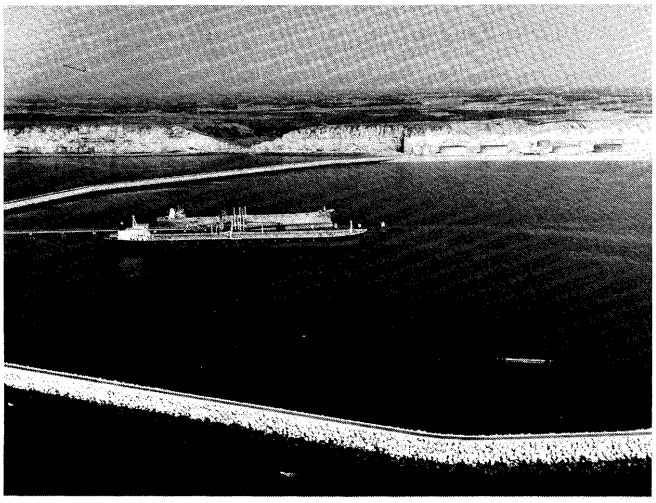
This growth in containerization is due largely to the switch over to boxes of traders in the West Indies market.

The flow of containers through the New Terminal of Le Verdon began when the first of the giant ro-ro vessels in regular line service to Australia, started to call there, instead of at Bassens, in June this year. When the terminal becomes fully operational in the next few months, the majority of Bordeaux's box traffic will be handled there.

With the advent of this deepsea, quick turn-around throughport, which was specially designed and conceived to handle containers and the sophisticated vessels that carry them, Bordeaux is naturally optomistic that the present

**(Continued on next page bottom)**

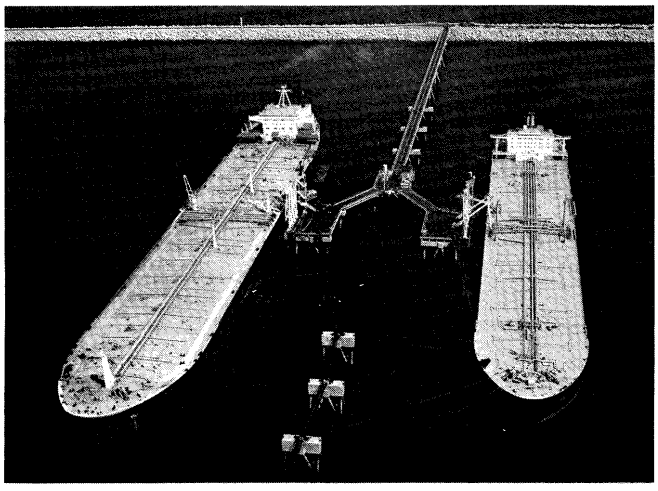
# Le Havre Flashes, July-August



Le Havre, France (Port of Le Havre Flashes, July-August 1976):—

- **Havre-Antifer Terminal Fully Used**

By the end of May the new terminal at Havre-Antifer had already received 15 tankers of 200,000 dwt and over, and on certain days was working flat out. At midday on May 8th, for instance, the 286,000 dwt Liberian tanker **Licorne Océane** inaugurated the East berth, while the next morning the 278,000 dwt British tanker **Labiosa** tied up at the West berth, this being the first occasion on which the new port's two berths were occupied simultaneously. As soon as the **Licorne Océane** left, another tanker, a German one this time, the **Lagena**, of 317,000 tonnes deadweight, arrived to take her place.



growth in box traffic is just the beginning of a spectacular rise in the number of containers handled by the port each year.

- **New Timber Storage Area**

A 2 1/2 acre storage area, particularly suitable for sawn timber, has been laid out behind the Ro-Ro Terminal on the South side of the ship canal known as the Canal Central Maritime. It is let out to the Société Gutzwiller and was used for the first time on April 1st, when the Norwegian **Belnor** discharged 2,430 tonnes of Canadian timber from Vancouver. A second load, of 2,784 tonnes, arrived on April 23rd aboard the **Bulk Promoter**, another Norwegian vessel, and further consignments were expected. Both ships had the Société de Consignation Maritime Franco-Britannique as their agents.

- **Increased Productivity**

The productivity of the cranes used for the handling of conventionally-packaged general cargo rose in 1975 from 15.1 to 16.8 tonnes per hour, while that of the container cranes at the specialist terminals moved up from 182 to 196 tonnes per hour.

- **GAMAC Introduces New Handling Material**

The container handling concern, Groupement Havrais de Manutention de Containers (GAMAC) is an association formed jointly in 1969 by the handling section of the Compagnie Générale Transatlantique (French Line), the Société Roussel & Cie and the Société de Travaux et Industries Maritimes (STIM). It is engaged in container handling at the Quai de l'Europe terminal, where traffic has increased so greatly that there is a need for new high-performance equipment of the most reliable kind. This explains the introduction a few weeks ago of three new Marathon-Letourneau container cranes with astonishing possibilities for handling containers in the stacking area.


- **10,000 Tonnes of Gravel for Gaboon**

At the end of April the **British Wasa** called at the Quai du Rhin to take on a most unusual load in the form of 10,000 tonnes of gravel for Gaboon. It was being exported

to Libreville for use in the construction of a technical high school and followed two earlier loads of 5,000 tonnes each in January and February.

- **New Service to Tanzania**

On May 28th the Tanzanian **Ujamaa** inaugurated a new service to Mombasa and Dar-es-Salaam operated by the Eastern Africa National Shipping Lines, which is represented in Le Havre by Agences Maritimes Associées.

- **Helicopter for Sea Pilots**

On May 19th an Alouette 3 helicopter arrived here from the Aerospatiale works at Marignane for the corporation of Havre sea pilots. It is used for ferrying pilots to and from tankers and containerships provided with landing facilities and was put into service on May 22nd, when a pilot was taken out to the 255,000 dwt French tanker **Esso Bretagne**, then on her way to Antifer. She was travelling at 12 knots when the pilot stepped aboard!

- **1979 I.A.P.H. Conference for Le Havre**

Le Havre's candidature for the honour of holding the 11th Conference of the International Association of Ports and Harbors in 1979 was accepted at the meeting of the Executive Committee of the I.A.P.H. held recently in Curaçao.

Most of the world's commercial ports belong to the I.A.P.H., which holds a plenary conference every two years in one of the following three parts of the world, taken in turn:

1) The Americas
2) Europe & Africa
3) Asia & Australasia

The next Conference, the 10th, will be held in Houston, USA, in April 1977. The 11th was scheduled for the Europe-Africa division and for the first time ever a number of different ports had applied for the honour of holding it, which meant that the Executive Committee had to decide by a vote. This took place at the meeting in Curaçao on April 27th, when Le Havre was chosen. The 11th Conference will be centred on Deauville for the actual working sessions, though tours of the port installations in Le Havre and Rouen will naturally be organised. The Executive Committee's choice is recognition at the highest level of Le Havre's position in the concert of the world's major ports.

**Mr. Paul J. Byrne was to-day (14th October, 1976) elected Chairman of the Dublin Port and Docks Board. A native of Dublin educated at Catholic University School, Mr. Byrne has been a member of the Board since 1966. He is one of four members elected to represent Irish shipowning interests and has been Vice-Chairman of the Board since November 1974.**
**Having spent all his working life in the shipping business, Mr. Byrne is Managing Director of Dublin Shipbroking Co. Ltd., Managing Director of Irish Sea Operators Ltd. (Shipowners), Managing Director of Shelbourne Ship Owning Co., and a Director of Dublin Maritime Ltd. He is Hon. Vice-Consul for the Republic of Panama, is a Council Member of the Irish Chamber of Shipping and holds a number of other directorships not connected with shipping. Mr. Byrne's main recreation is golf and he is a member of the Rathfarnham and Connemara Clubs. (Dublin Port and Docks Board)**

- **Visit from the South African Ambassador**

The South African ambassador to France, His Excellency L.-A. Pienaar, travelled to Le Havre on April 22nd with three high-ranking embassy officials to tour the docks and the new port extension zone. His visit followed on the decision of the 21 companies in the South Africa Conference to containerise seaborne trade between Europe and South Africa from 1977 onwards, with Le Havre as the sole French port of call in northern Europe. The choice of our port was made by a study group composed of representatives of the companies concerned. The Ambassador, who was also accompanied by the South African consul in Le Havre, M. Henri F. Basset, told us that he was most impressed by our investment in further new reception facilities for both containerships and conventional vessels.

Incidentally, South African coal is also due to start arriving here soon in very large quantities.

# Bremen News

## Bremen International

**• Port & Transport Consulting GmbH**

Bremen, 11.10.76 (BremIn). Two ways exist for economic development leading to prosperity: the tedious, lengthy, trial-and-error system with its trail of costly experiments and dearly-paid-for experience—continuous shattering examples of which are in evidence throughout the world—and the much shorter, safer and indeed financially more advantageous means of accepting and applying the results of the research and experience of the successful. For many this path is new and unfamiliar. For until recently this second, shorter way was only possible with illegal economic-espionage and it is only now that highly qualified advisory organisations are offering this precious aid, quite legally and at reasonable cost.

Thus Germany's biggest port operating company, the BLG in Bremen, recently founded the PORT & TRANSPORT CONSULTING GmbH (PTC) for offering planning studies, organisatory models, industrial-management recommendations, personnel-training, traffic analysis etc. etc, in all fields of port construction and ocean transportation—and more than this, also the complete execution of major projects from the planning stage to that of final production or operation. Bremen, one of the world's most modern and efficient ports, was only very recently to again show excellent results in latest marine fields (Containers, Lash and Ro-Ro) and so assert its technical lead. Experts and experience are, so to speak, on call at the Weser.

Following PTC is now FCB (FISH CONSULTING BREMERHAVEN GmbH), which is available as required for expert-opinions, planning and even for executing complete projects in the spheres of fish catching, handling, preparation, processing and marketing—both at home and abroad. The FCB is a subsidiary of the state organisation, 'Bremerhavener Fischereihafen-Betriebsgesellschaft'. Highly industrialised, as well as the developing countries, obtain advice here; for it is here that the fisheries industry has attained its peak. It is here that specialised shipyards build the most efficient catch and processing fishing-craft and it is here, no sterilised assembly-lines, that the most delectable fish-products imaginable are produced.

FCB is now followed by BCB (BAU CONSULT BREMEN—INGENIEUR GmbH), a consortium of 7 renowned German architect and engineer firms—with already more than 100 employees; a million in turnover; and global aspirations . . .

It is no coincidence that PTC, FCB, BCB and the like are shooting up like mushrooms here in Bremen, for this city, such as no other, is indeed predestined for the export of 'know-how'. Numerous important research institutes prevail around the university, Europe's spacecentre, the aircraft industry, Germany's focal pilot-school, the central external-trade school for Germany, the first port technical school, the international marketing seminary of Bremen economic research, a multifarious electronics industry, Germany's largest building project, the most important German container port, the leading Lash-port, the Bremerhaven fisheries port (largest on the continent), the shipyards with their world-wide expports—such is the basis for Bremen's experts, managers, eggheads, organisers, researchers, inventors and Nobel prize-winners; the know-how people of Bremen who have already applied their knowledge, ability and rich experience in many of the places in Eastern Europe, North and West Africa, Southern Asia and Arabia.

**• 22 Percent more Air-Passengers**

Bremen, 11.10.76 (BremIn). Since placing Bremen VFW-jets into service in 1975, the Danish airline CIMBER AIR has carried some 50,000 passengers with the new VFW 614. CIMBER AIR's passenger traffic increased 22 percent within 12 months. CIMBER AIR chief, Ingolf Nielsen—who sees a great future in many countries for regional air-traffic—said of the VFW 614: "The conception of this aircraft fits 100 percent into this market". This is also confirmed by the French regional airlines, TAT and AIR ALSACE: "The VFW runs like clockwork". The 'World's quietest commercialjet' has 44 seats, a range of 1,200 km, Rolls-Royce engines and a cruising speed of 714 km.p.h.

**• World Trade in the Ascent**

Bremen, 11.10.76 (BremIn). According to the Bremen Institute of Maritime Economics, the volume of world trade in the last 5 years before and after the 1973 oil crisis has, despite fewer tanker cargoes, increased by 26.2% for exports and 29% for imports. The Ifo-Institute for Economic Research in Munich foresees for 1976 an increase, free from price and exchange-rate influences, of 8 to 10% (1975: minus 6%).

**• Bremen/Bremerhaven: Some 23 Million Tons in 1976**

Bremen, 11.10.76 (BremIn). The Bremen/Bremerhaven port-group estimate a total turnover for 1976 of 23 million tons. In 1974 it was 26.6: In 1975 only 22.0. In July '76: 2.1 and in August '76: 2.3 million tons.

**• New Generation of Ocean Pontoon Submersible Craft**

Bremerhaven, 11.10.76 (BremIn). At the end of October a 114-metre long, 30-m wide submersible ocean pontoon of Messrs. Gustav W. Rogge, Bremerhaven, will take up diving stations for the Schuchmann shipping company, for the first time. The vehicle, which is for world-wide service is for transporting unmanoeuvrable ships, cranes, bridges etc, across the sea. Flooded, it dives under the item to be transported, presses the water out of its 30 pontoons—and floats. This ocean-pontoon has a lifting capacity of 13,000 tons.

**• City-State of Bremen Introduces Itself in Teheran**

Bremen, 11.10.76 (BremIn). The exhibition "Bremen—Portrait of a City-State", is running from the 18th to 22nd October, during the 5th International Industry and Trade Fair in Teheran and will be opened on the German Day of the fair, within the framework of a reception to be held by the German-Iranian Association—in the presence of the Shah of Persia, the German Federal Economics Minister, Dr. Friedrichs the Bremen Economics Senator, Tiedemann, and 800 other personalities from the spheres of economics and politics.

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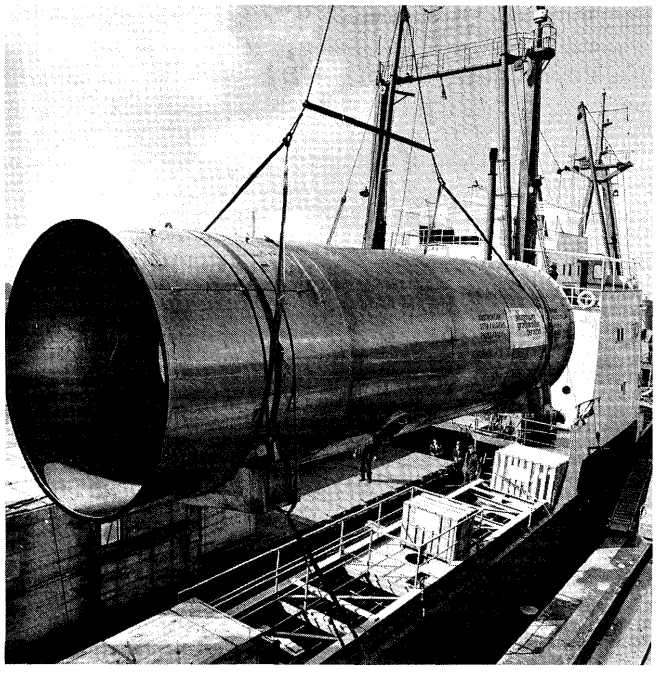

**Via Hamburg to Algeria: All kinds of cargoes, in this case an aluminium-container, are handled in the Port of Hamburg.**

## Transit rise at Port of Hamburg despite economic fluctuations

Hamburg, October 26th (Hafen Hamburg Press Service):—Transit traffic, one of the mainstays of Hamburg Port operations, is expected to reach a new record level this year, following the record 9,732,000 tons handled last year, Hamburg Port Information Bureau states.

In the first half of 1976 transit traffic totalled 5.7 million tons, a 31.1 per cent increase over the January/June period of last year, when 1.36 million tons less transit cargo passed through the Elbe port, West Germany's largest.

Compared with the first half of 1974 800,000 more tons were handled. Transit cargoes account for about one fifth of the freight handled by Hamburg Port, with COMECON-countries and Austria figuring among the main customers for Hamburg's facilities.

COMECON-states accounted for 3.7 million tons of the cargo passing through Hamburg in first-half 1976. This represented a forty per cent increase, the steepest increase of all countries using Hamburg's transit cargo facilities.

The German Democratic Republic (GDR) remain by far the most important client, accounted for 2,324,054 tons in January-June this year, a 67.6 per cent increase over first-half 1975.

Czechoslovakia exported and imported 1,045,837 tons through Hamburg (+8.6pc), Austria 601,779 tons (+26.1pc), Scandinavia 587,798 tons (+19.7pc), Hungary 114,738 tons (a disappointing −6.1pc) and other countries a total of 1,036,756 tons (+13.3pc).

Hamburg Port Information Bureau states: "For Scandinavian countries Hamburg is an important transit port, particularly for Denmark, but also Sweden and Norway, all of which exported and imported far more through Hamburg in January-June 1976. Hamburg offers a 'tightly-knit' network of 285 liner services with about 650 departures monthly from the port. The infrastructure and transport links to Hamburg Port have been vastly improved in recent years."

## Modern lighter wharf

Dar es Salaam (East African Organ of the Harbours Corporation, quarterly, Bandari Zetu, No. 38):—The lighter wharf at the port of Dar es Salaam has been the scene of intensive construction activities for modernisation. Construction work commenced in May, 1975, and phase one of the job was completed in March, 1976.

The need to modernise became apparent when various wharfage facilities, the oldest of which was built in 1902 and the more recent one between 1949 and 1951, became not only out-dated but also dilapidated. The yard area and transit shades were no longer adequate.

Messrs: Bertlin and Partners, a firm of civil engineering consultants were appointed to prepare a rehabilitation scheme and detailed design of the work involved. They subsequently made recommendations which are what constituted the master plan for the job.

The job has involved extensive excavation of the extension site to the level of existing yards. The soil from this excavation has been used to reclaim about 10,500 square metres of Gerezani Greek.

What is still to be done, comprises construction of the steel sheet piled wharf, a new cope along the block work wall, and the reinforced concrete wharf which is to be repaired. Three new transit sheds (LW 3, LW 4 and LW 5) are also to be constructed parallel to and facing the steel pile and block work wall.

A New road complex will be provided within the area of the lighter wharf and the present copper depot, with access to city drive and adjacent to Port Engineer's Workshops. The entire area is also to be resurfaced.

Work on the first phase of the project has been done by Ballast OCC at a cost of Sh. 46.5, million and constructors for the next phase are soon to be named.

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**• Just One Million Trees a Year**

Bremen, 11.10.76 (BremIn). Bremen, Germany's largest timber and paper importation port, has an annual turnover of 1.8 million tons of timber products (some 1 million trees), of which half a million tons in 1975 consisted alone of paper and cardboard.

# Helsingborg—The Unit Port of Sweden

**Picture shows ferry terminals in the North Harbour with some of the ships at the berths. Helsingborg has considerably improved its position as a passenger port due to high sailing frequency and round-the clock services. Some 16 million travellers and 1.3 million automobiles are using the ferry services in a year.**

## Press Release from Port of Helsingborg

Helsingborg, Sweden, July 16, 1976:—Port operations at all Swedish ports have been influenced by weak trade conditions in 1975. Helsingborg having normally a considerable trade in timber, wood products and heavy chemicals noticed a sharp decrease for the commodities mentioned which had an adverse effect on the employment in the port. In total the cargo traffic noticed a decrease of about 10 pct during 1975 while on the other hand passenger traffic came to an all time high with a rise of a good one million to over 16 million travellers. Considering the prevailing economic crisis of the world the decline in cargo turnover must be considered moderate.

The cargo turnover at Helsingborg is now about 7 million tons a year, out of which 3.5 million tons are unitized. Above all it is the RoRo-cargo that is dominating with units in the shape of trailers and lorries. LoLo-traffic is mainly taken care of at the Skane Container Terminal, but an increasing number of semicontainer vessels are now calling at other wharfs, where previously conventional vessels were handled. During 1975 a total of 305,106 TEU and lorries were taken care of. The number includes both RoRo and LoLo units, the share of the latter amounting to appr 10 pct. By train ferries some 175,000 railway cars were carried.

The step into the containerization era has proved successful for Port of Helsingborg having made large investments to accommodate and handle containers and other units. To supplement the Skane Container Terminal—handling both RoRo and LoLo vessels—a completely new terminal called Sundsterminalen got ready last year, exclusively designed for RoRo-handling. But the Port Authorities are taking new measures to improve various service installations continuously. As an example the general cargo wharf in the South Harbour is now being the subject of significant improvements. The water depth to the entire length of the 450 m of quays is being extended to 10.5 m so as to be able to accommodate large multipurpose vessels as well as full— and semicontainer vessels. For this purpose

two new port cranes with a capacity of 30 tons each are to be installed in September 1976. Together with the present cranes it is thus possible to handle general cargo and containers at the same time. The equipment includes adjustable, telescopic spreader controlled by ultrasound impulses.

Despite unsatisfactory trade conditions and heavy rise in salaries and wages the economical result has turned out satisfactory, though. Gross revenue came to 28.5 million SwCrs and working expenses to 24.4 million SwCrs including interest charges and depreciation. Before depreciation and interest charges the result shows a surplus of 12.1 million SwCrs. During the period depreciation has been made by 5.2 million SwCrs.

Port of Helsingborg is handling practically all kinds of commodities. The port has, however, specialized in handling of fresh fruits from overseas and has achieved a good reputation for quick and careful handling. It has also strengthened its position as a shipping centre for Scandinavia offering feeder services to all major ports in the North.

Port traffic at Helsingborg has been extremely heavy the first six months of 1976 and is expected to continue at a high level for a considerable time ahead. Judging from the traffic development of the port it looks as if the weak trade conditions have reached the bottom and that better times now are visible on the horizon.

## Gray, Mackenzie news, July

- **Jeddah Port**

As has been recently announced, Gray Mackenzie & Company Ltd. has been awarded a contract by the Ministry of Communications of the Saudi Arabian Government to assist in operating the Port of Jeddah.

The Jeddah Port Administration is seeking ways of increasing the rate of discharge of vessels, and is prepared to give preferential berthing to vessels having full cargoes pre-slung, and capable of discharging at a rate of 50 tons per hour per hook with ships gear, for direct delivery.

It is essential, however, that all arrangements for direct delivery are completed in advance of the vessel berthing, and in this connection the Customs Authority is most cooperative in simplifying procedures to expedite Customs formalities.

Recent results of pre-slung cement cargoes show discharge rates tripled compared with conventionally stowed vessels.

The Jeddah Port Administration is encouraging preslinging of cargoes such as reinforcing steel, timber, bagged cargoes, palletizing of general cargo and is advising shipping Agents of required stowage and types of vessels to qualify for preferential berthing.

- **Abu Dhabi**

72 vessels called at Abu Dhabi during the month of July with 136,860 deadweight tons of cargo on board for discharge. Imports consisted of 37,157 tons general, 5,325 tons steel, 80,750 tons cement, 1,537 tons pipes, 8,091 tons timber and 4,000 tons bitumen.

Additionally two tankers called at Mina Zayed for purposes of discharging gas and fuel oil.

The position in the port worsened during July with delays ranging between 15-20 days. Congestion is likely to increase in the next month with 20-22 days waiting which may go up to 25 days during Ramadhan. To ease the situation barge discharge is being carried out whenever possibe.

## Bulk vegetable oil

Penang, July, 1976 (Berita Pelabuhan):—THE volume of bulk vegetable oil handled by Penang Port has increased substantially since 1973. In that year, the tonnage of bulk palm oil and coconut oil trade through the port was 83,976 tonnes. This rose to 127,970 tonnes in 1974 and 187,868 tonnes in 1975. For the first five months of 1976, a total of 71,749 tonnes was handled by the port.

A large percentage of this traffic is carried by bulk vegetable oil tankers operated by Stolt Nielsen Shipping Agencies with three sailings monthly. Shipments of between 2,500 to 3,000 tonnes per vessel to United States and European ports are common. Conventional vessels and other bulk vegetable oil tankers carry smaller quantities to Japanese, European and Australian ports.

Bulk Vegetable oil is shipped through bulking installations at Butter-worth Wharves on the Mainland and Swettenham Pier on the Island. At Butter-worth Wharves, private operators have erected 23 tanks with a total capacity of 32,750 tonnes. Pipelines connect the installations to berths 1 and 2 providing speedy and efficient loading and discharge of the commodity to and from ocean going vessels alongside the wharf. The loading rate is 300 tonnes per hose per hour.

At Swettenham Pier, 7 tanks with a total capacity of 5,232 tonnes are also available.

With the rapid increase in the volume of bulk vegetable oil export over the last few years, the need to provide a specialised facility to handle this commodity has arisen. In response, the Penang Port Commission proposes to construct a vegetable oil tanker pier of open dolphin supported structure extending southwards from berth No. 1 Butterworth wharves into the Prai River estuary. The proposed pier will provide berthing facilities for palm oil and other vegetable oil tankers. M/s. Sepakat Setia Perunding in association with M/s. E.G. Frankel Inc. has been appointed to undertake an engineering feasibility study of the project. Preliminary work on the project started in June 1976.

# Spring cleaning in Fiji Ports

(See front cover also.)

Suva, Fiji, September 1976 (Ports Authority of Fiji):– The main ports in the Dominion of Fiji, Suva, Lautoka and Levuka, have been completely reorganised in the course of the past 18 months. New systems of cargo-handling and warehousing, documentation and delivery ensure speedy shipping turnround and cargo flow. Port congestion has disappeared and cargo pillage and damage reduced to a minimum–please see accompanying photographs.

The introduction of inland freight station facilities allows a berth to be cleared of undelivered cargo before another discharging ship is moored alongside. Cargo not delivered within the 72-hour free period incurs rental and is also liable for removal to an Inland Freight Station.

A new authority to administer and control the port system in Fiji has been constituted. The Ports Authority of Fiji (PAF) is actively involved in developing and expanding harbour and shore facilities in Fiji to cater for the needs of overseas shipping and international trade.

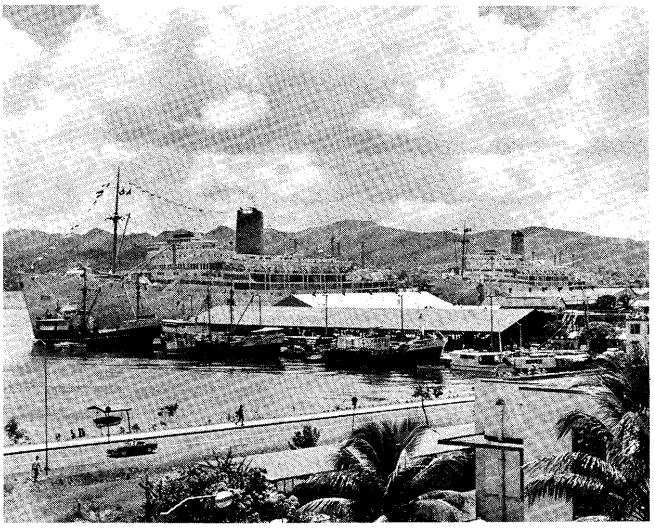
Stevedoring and the supply of cargo-handling machines now come under centralised PAF control thereby obviating duplication and maximising the use of labour, plant and equipment. The new arrangement has increased efficiency and stabilised operating costs to the advantage of port users and shipowners.

All restrictions on the handling of Container, LASH and Ro-Ro ships have now been lifted.

Suva is rapidly becoming the focal point of increasing shipping and transhipment activities in the South Pacific region. For transhipment cargo on through Bills of Lading, the Ports Authority of Fiji offers four weeks free storage. Special lock-up storage for declared cargo is also available.

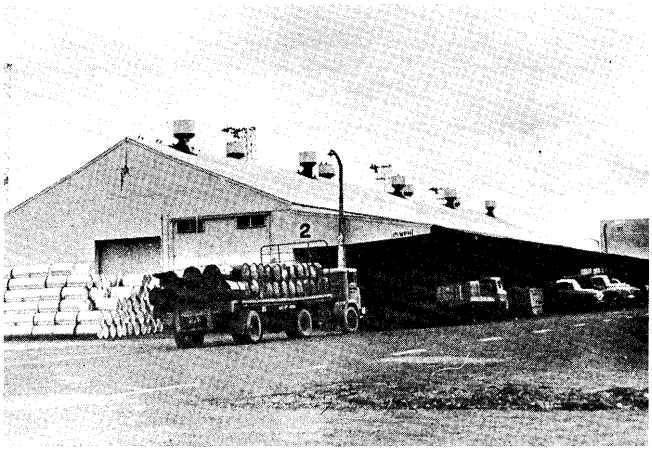
Enquiries to the following address are welcome:

Secretary
Ports Authority of Fiji
G.P.O. Box 780
Suva
Fiji
(Cable: PAFIJI).

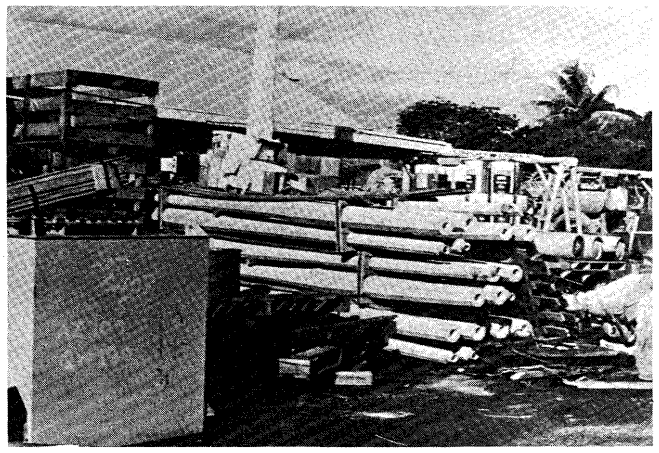


**Port of Suva–1976.**


**Ports Authority of Fiji Wharf Office.**

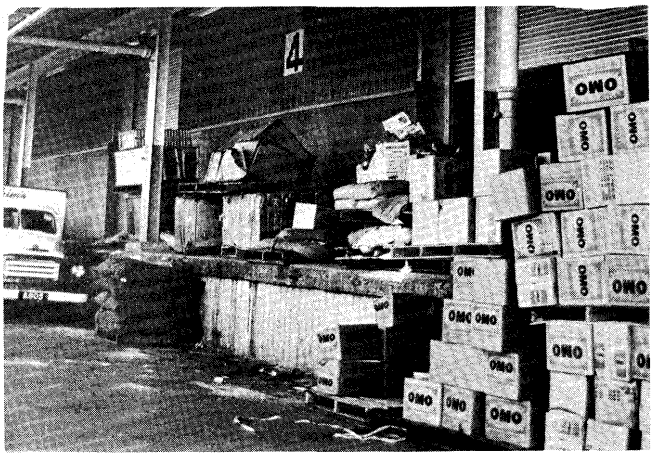



**Suva Wharves 1976 after reorganisation.**



Suva Wharves 1974 before reorganisation.

Suva Wharves 1976.



Suva Wharves 1974 before reorganisation.

Suva Wharves 1976 after reorganisation.

## Chinese rubber trade mission

Penang, Malaysia, July, 1976 (Berita Pelabuhan):—A SIX member Rubber Trade Mission from the China National Chemicals Import & Export Corporation visited Penang Port as part of their mission to Malaysia to promote trade between the two countries as well as to have a better understanding of the rubber industry in Malaysia.

The delegation, accompanied by representatives of the Malaysian Rubber Exchange & Licensing Board, the North Malaya Rubber Millers and Packers Association and the Penang Rubber Trade Association were taken on a tour of the harbour and the Commission's facilities at Butterworth Wharves. Led by Mr. Chen Mu, the Deputy Director General of the C.N.C.I.E.C. and leader of the mission, the delegation later paid a courtesy call on the Commission's Director General, Tuan Haji Mohd. Azuddin b. Hj. Zainal Abidin at the Commission's Operations Room where they were briefed on the port's facilities.

Tuan Hj. Mohd. Azuddin and Mr. Chen Mu also exchanged souvenirs to commemorate the occasion.

## Rise in port cargo

Penang, Malaysia, July, 1976 (Berita Pelabuhan):—DURING the period January to March 1976, the Port of Penang handled a total of 1,031,798 tonnes of cargo. This is 10.41% more than the volume of cargo handled for the same period in 1975. The increase in the port's traffic is a reflection of the general economic recovery worldwide.

General cargo which accounted for 71% of the total port traffic in the 1st quarter of 1976 increased by 16% over the volume handled for the same period in 1975. Major export commodities which showed substantial increases were rubber and timber. The export of rubber and timber in the 1st quarter of 1976 were 150,721 tonne and 36,274 tonnes or 13% and 78% higher respectively than that recorded for the same period in 1975. Of the imports, commodities such as chemicals, fibres and petroleum products showed significant increases. These are raw materials for industrial use in the port's hinterland.

Bulk cargo in the 1st quarter 1976 decreased slightly by 2.1% compared with the same period in 1975. The import of fuel oil dropped somewhat. Increases recorded were for the import of bulk coal and coke which increased by 65%,

bulk latex exports by 92% and bulk plam oil exports by 20%.

The increase in the port traffic is expected to continue into the 2nd quarter of the year.

## Grain export foreseen

Whangarei, New Zealand (Number 2, 1976 "Points North", published by the Northland Harbour Board):—An annual export of up to 150,000 tonnes of grain through the port of Whangarei was envisaged by Mr. Peter Berry, agronomist with the N.Z. Starch Company Ltd. at a Whangarei seminar.

He considered that between 12,000 and 16,000 hectares of Northland land would be growing maize for grain within 10 years. This would need a quadrupling of the two present grain dryers in Dargaville and a similar number in Whangarei.

## New Workboat

Whangarei, New Zealand (Number 2, 1976 "Points North", published by the Northland Harbour Board):—Close association between the NHB's technical staff and the Vos and Brijs Ltd. shipyard saw the new workboat Hobson joining the Board's powerful tug and ancillary fleet.

It is something of an international craft, the propellors and hydraulic gear being locally made, the gearboxes coming from Belgium, water heaters from Germany, engines from England and radio equipment from America. The 13.7 metre boat has joined its sister ships Marsden and Busby in general harbour duties, but it has greater bollard pull and manoeuvrability. From the crew's viewpoint, greater wheelhouse space and engineroom head clearance are improvements.

When the Hobson was christened by Mrs. Rowena McKellar, the chairman of the Board, Mr. D.N. McKay, mentioned that the pilot boat Manaia had come from the same yards 13 years earlier. Its rugged service history was a good recommendation for the shipyard.

The Manaia added to the NHB fleet's rescue and salvage record during winter when it rescued four people from a broken-down runabout minutes before it would have been pounded on the rocks by heavy seas off Coppermine Island, 24 km east of Whangarei. It was the Manaia's second rescue in the same day.

## Detention Surcharge Protested

Karachi, Pakistan, July 1st (K.P.T. News Bulletin):—Intimation has been received from Karmahom Conference that they have completely removed the Port Detention Surcharge for export cargo from Karachi and reduced the Port Detention Surcharge for import cargo from 15% to 10% from 21st June 1976. Similarly Japercon (Far East) has reduced Port Detention Surcharge for import cargo to Karachi from 20% to 10% from 18th June 1976. The K.P.T. has strongly protested against the Retention of even the reduced amount of Port Detention Surcharge on import cargoes as the Port situation does not justify any Port Detention Surcharge at all and have urged the Conferences for total withdrawal immediately.

## Record Tonnage at Sembawang

Singapore, 29 September, 1976 (PSA Press Release):—Sembawang Port, the PSA's northern gateway handled an all time record figure of 935,315 tonnes of cargo for the first six months of this year. This represented an increase of over 81% as compared to the 515,193 tonnes over the same period of 1975.

This total is 3% more than the amount of cargo handled by the gateway for the whole of last year. Sembawang Port handled some 907,300 freight tonnes including containerised cargo in 1975.

It is estimated that the gateway would be handling some 1.5 million tonnes of cargo for this year. This would be the first time, since the PSA commissioned the berths in December 1971, that the total cargo tonnage exceeds one million tonnes.

Sembawang Port, which is expected to become an important gateway serving the northern industrial sector of Singapore, started off with two berths at the former Stores Basin. In January this year, a further three berths were added to the facilities.

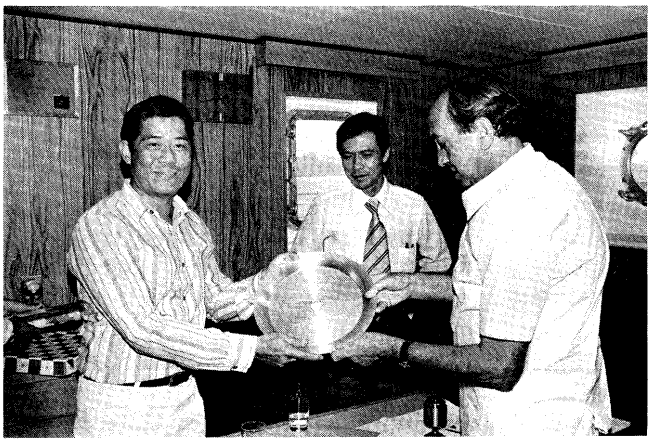
There is presently a 823 m stretch of marginal wharf which can accommodate four ocean going vessels and a coaster. There is also more than 102,000 sq m of storage space. Some 20 regular shipping lines make an average of 30 ship calls, in a month at this gateway.

Sembawang Port which handles mainly low-value, high-volume homogenous cargo such as logs, sawn timber, plywood, railway sleepers and other wood products also serves as a container terminal for a major Container shipping line with feeder services to East Asia and USA.

Containerised cargo during the period January to June, 1976 recorded 219,439 tonnes, an 82% increase over the amount for the corresponding period of 1975. The number of containers handled increased from 5,827 units to 7,938 units. This is an increase of over 36%.

**The 3,984 GRT container vessel M.V. "AMERICAN VENTURE" of United States Lines, Inc., was given a special welcome at the PSA's Container Terminal on 27 Sep. 76 on the occasion of her maiden voyage to the Port of Singapore. Special gifts were presented to the Master to commemorate the call. Mr. Or Kum Thong, Operations Manager (Yard) of the Container Terminal is seen in this picture presenting a pewter salver to Capt S.C. Chiu. (Port of Singapore Authority)**

The fifth of a serie of twelve special bulk carriers from Odfjell Westfal–Larsen Tankers, Bergen-Norway, came to Singapore on 22 Oct. 76 as part of its maiden voyage. The 28,000 DWT vessel M.T. NORDANGER berthed at the GATX Terminal at Tanjong Penjuru to discharge some 2,789 tonnes of chemical in Singapore before leaving for Port Kelang. To commemorate the occasion, Mr. Tham Heng Mun, Assistant Director (Electrical & Mechanical Engineering), PSA presented a salver to the Master of the ship, Capt R. Davanger (right). M.T. NORDANGER like her sister ships, has a total of 38 tanks capable of taking 38 seperate liquid cargoes. (Port of Singapore Authority)



The third of the four new bulk timber carrier of the Malaysian International Shipping Corporation, M.V. RIMBA KERUING called at Sembawang Port on 8 Oct. 76 on the occasion of her maiden voyage to Singapore. Mr. Chen Meng Sheng, Traffic Manager (Sembawang Port, left) presented a salver to the Master of the ship, Capt. Charles Bridgewood (right). Looking on, the representative from the agents, Leo Shipping Pte Ltd., Mr. Hwee Man Lok. (Port of Singapore Authority)

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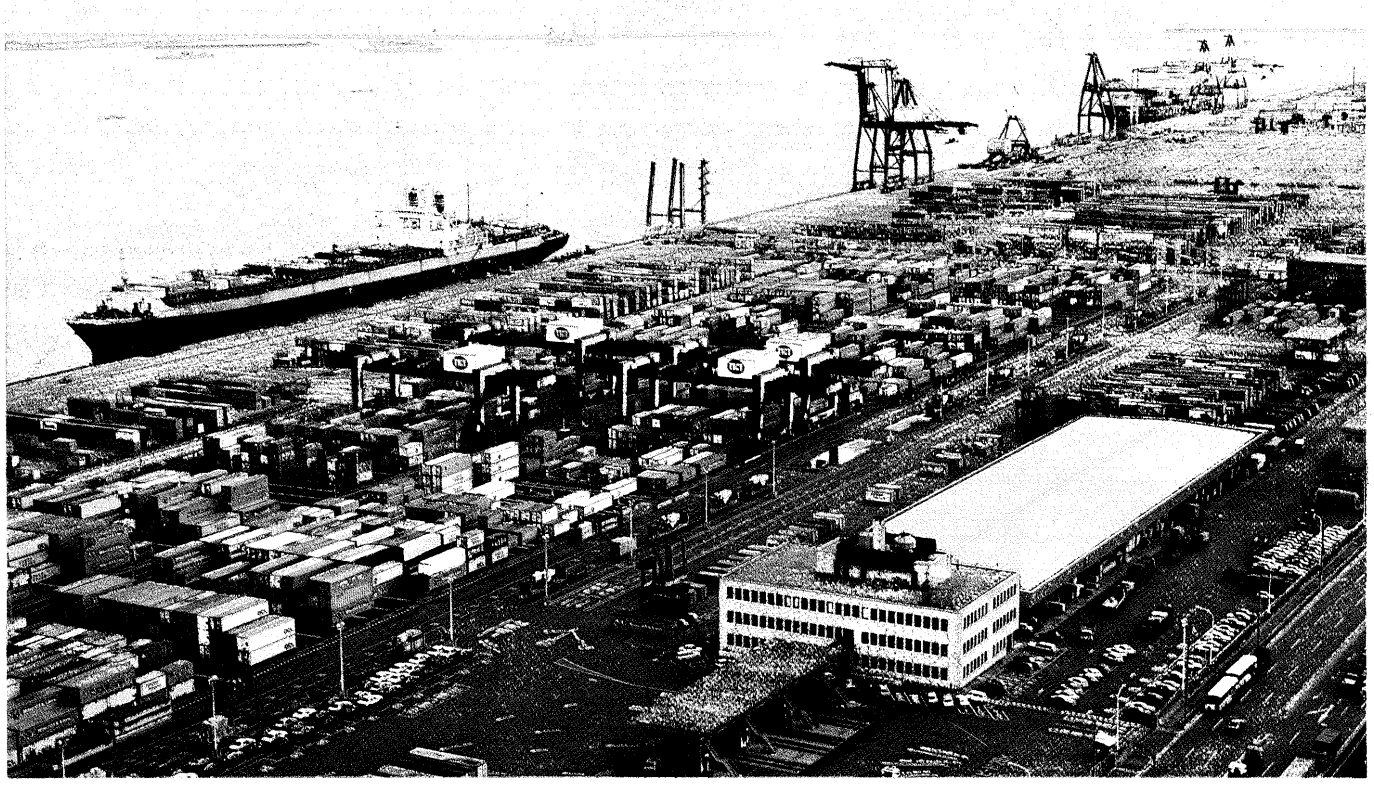

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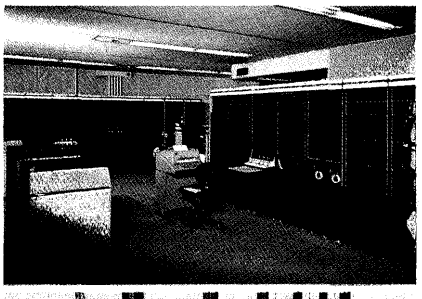
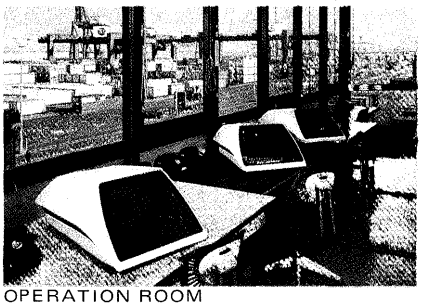
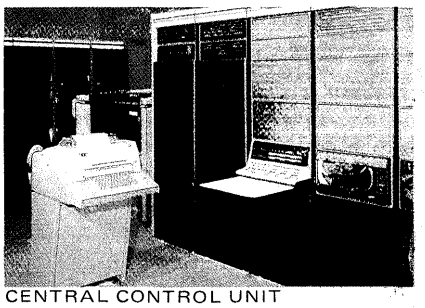
COMPUTER ROOM



GATE OFFICE



OPERATION ROOM



CENTRAL CONTROL UNIT

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