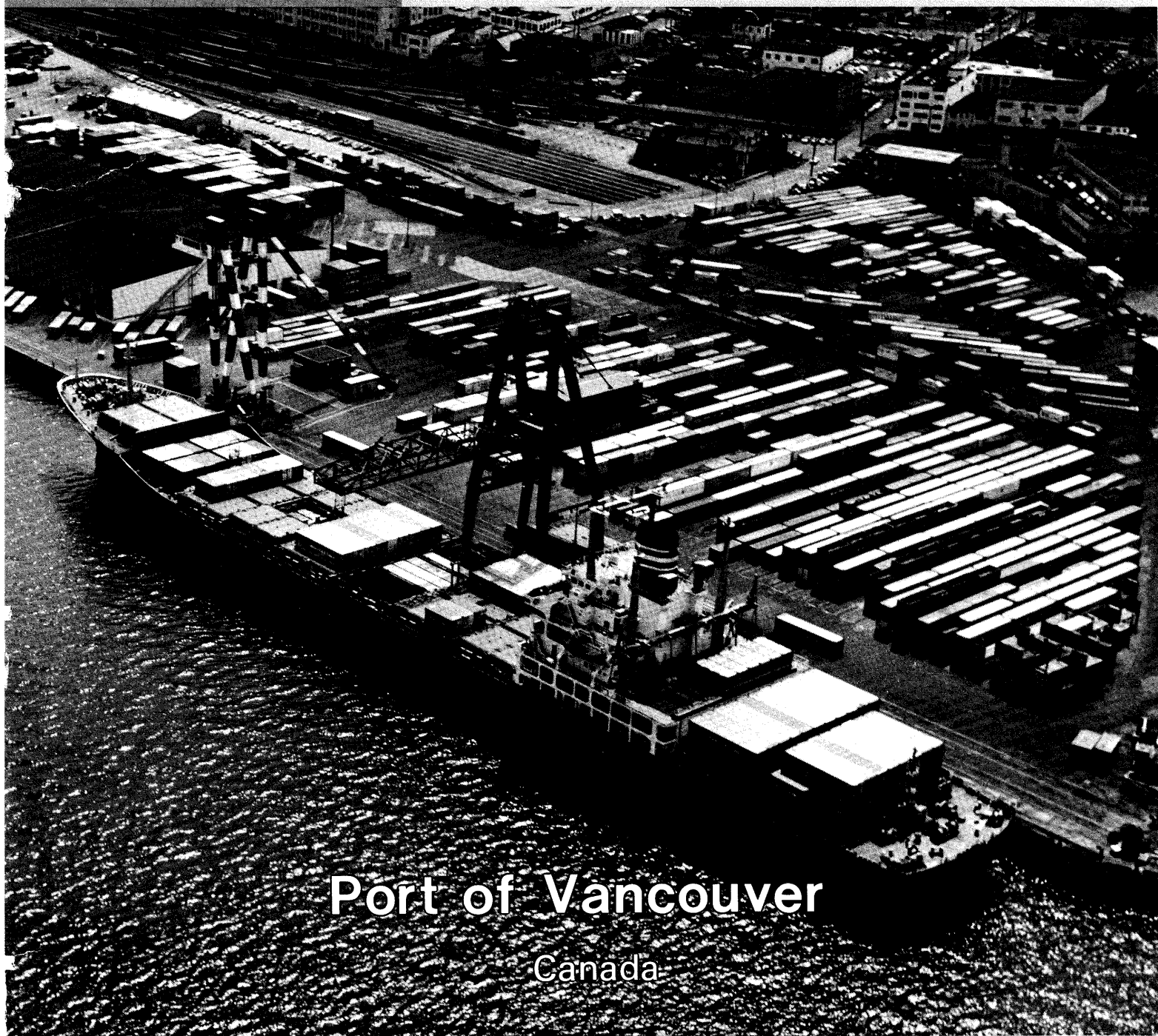


# PORTS *and* HARBORS

September, 1976 Vol. 21, No. 9



**Port of Vancouver**

Canada

**IAPH Conference Houston April 1977**

The Publisher: The International Association of Ports and Harbors

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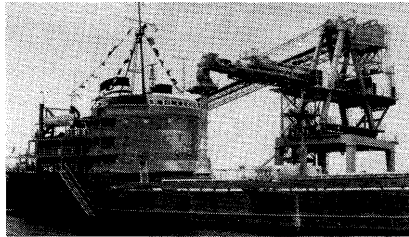
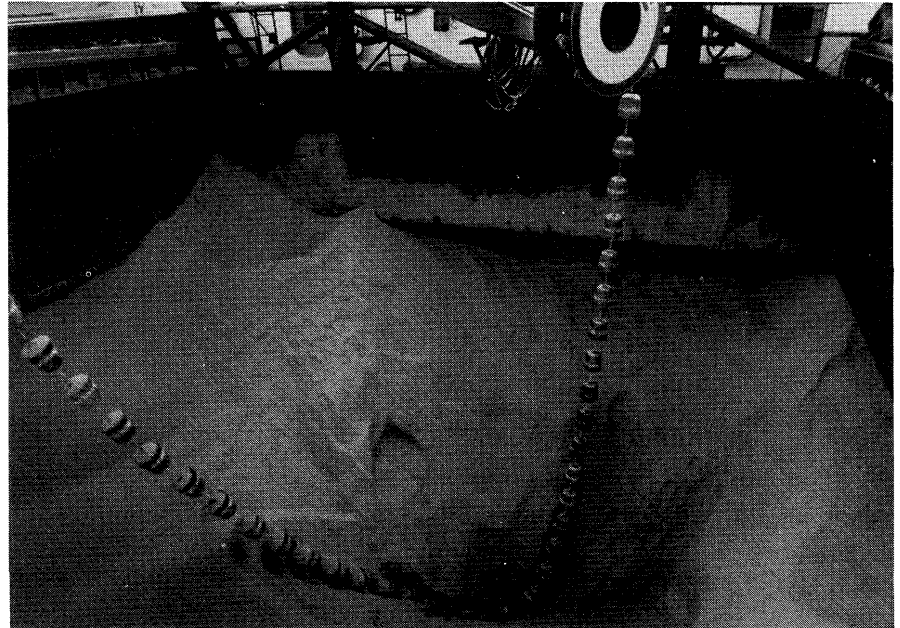
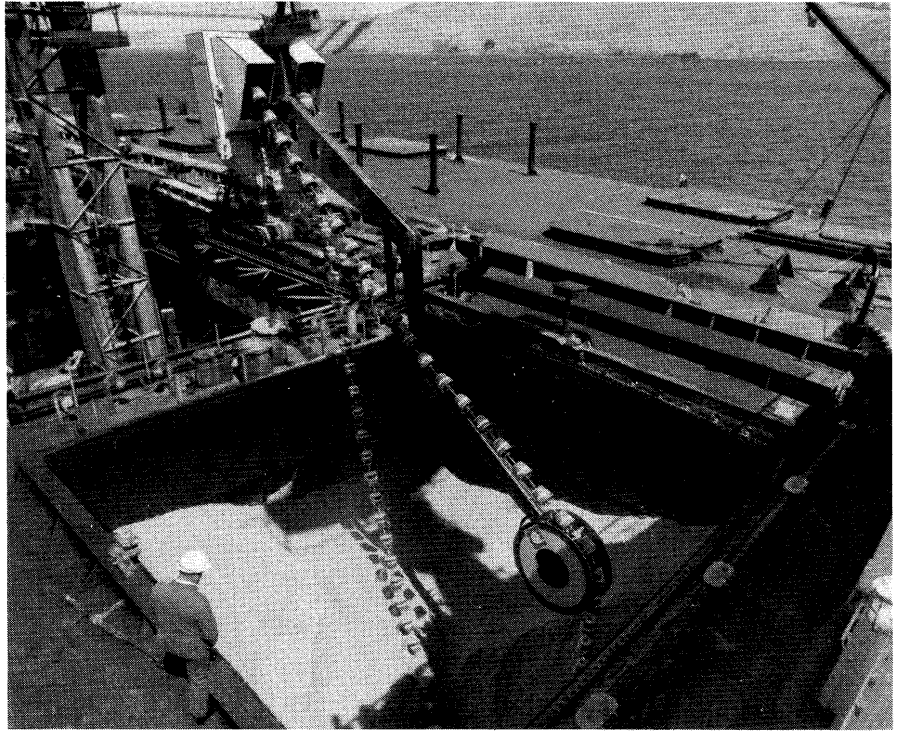
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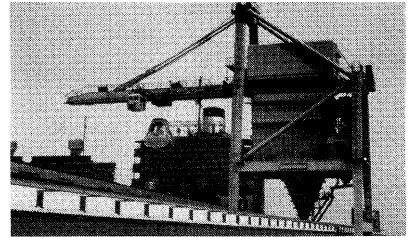
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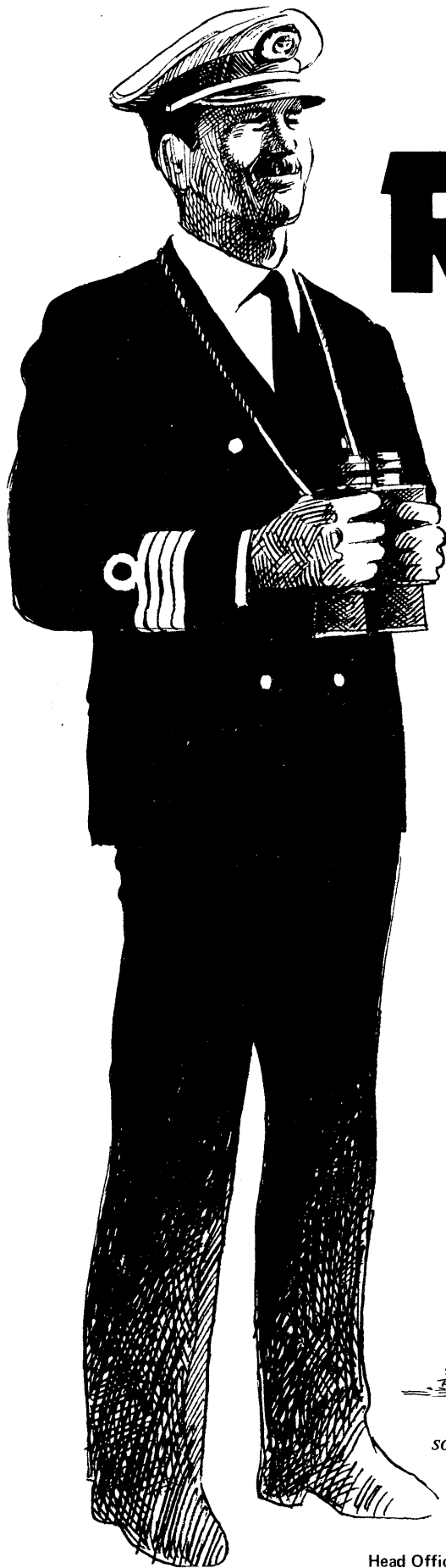
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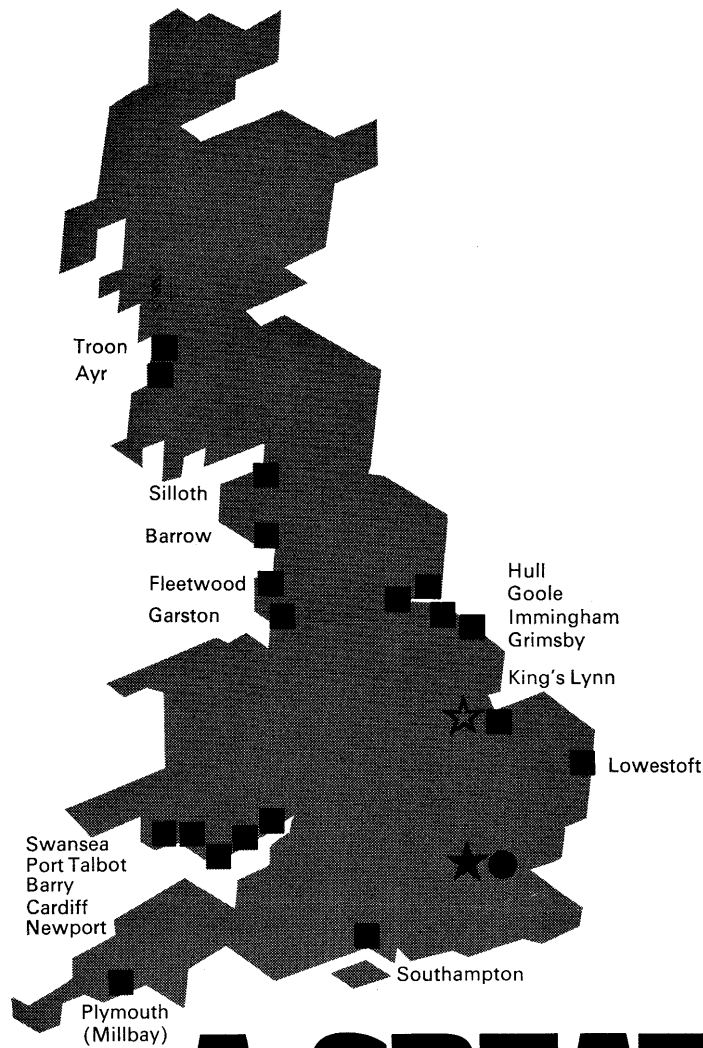
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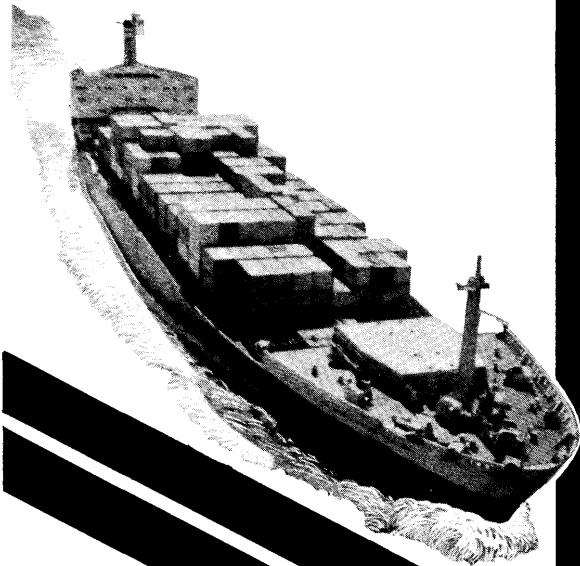
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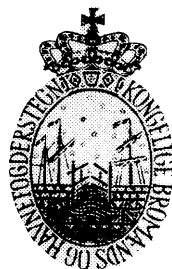
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# PORTS *and* HARBORS

**IAPH Head Office Announcements:** Pages 7 ~ 38

## Board deliberates on the Revision of Section 5 of By-Laws

*In conformity with the decisions made by the Executive Committee, the Board of Directors was asked to express its attitude toward the revision of the Section 5 of the By-Laws, at its meeting by correspondence set on July 25, 1976.*

*Majority of the members of the Board of Directors expressed affirmative replies to the question, but it must be reported that there were members who were against the revision. The matter is now being considered by the members of the Executive Committee.*

*The following is the reproduction of the Secretary-General's letter of June 11, 1976 asking the Board for their expressing attitude against the suggested revision of the Section 5, together with the draft bill to be submitted to the members. (Head Office)*

No. 5-76/BD June 11, 1976

To: Board of Directors of

The International Association of Ports and Harbors

Dear Sirs:

Re: **Revision of Section 5 of By-Laws**

The Executive Committee of your Association had its inter-conferences meeting from 26 to 27 April this year at Hotel Intercontinental Curacao, Curacao, the Netherlands Antilles, under the hostship of Captain Jan Oenes, General Manager, Dienst Haven—en Loodswezen (Curacao Harbour Office) and under the chairmanship of Mr. Howe Yoon Chong, President of the Association.

Among others, the financial prospect of the Association was extensively studied and discussed by the members.

As the result of the discussion, the following points were revealed:

1. Should the prevailing inflationary tendency continue in the economy, the Association shall have to increase its membership dues in proportion to the inflation, at a rate of 10%—15% increase annually, in order to achieve the self-sufficiency of the Association without degrading the present level of activity and services.
2. Such increase of dues will inevitably bring-forth losses of membership to the Association, while on the other hand it was unanimously found essential to keep members in the Association as much as possible in the light of the objectives and purposes of the Association.
3. The I.A.P.H. Foundation which is conducting under the Agreement with the Association of the Head Office works could propose a medium long term financial stability in the future should the Association so authorize.
4. As to the schedule of achieving the self-sufficiency,

a majority of Directors of the Association expressed, in response to the Questionnaire, that the Association should change the present schedule and give some more time to reach the goal.

In the circumstances, the Committee concluded that the Association should postpone its target date of the self-sufficiency until a later time but raise the dues, effective from January 1, 1978, by twenty per cent (20%), and adopted the resolution to the effect, as follows:

RESOLVED by the Executive Committee of the International Association of Ports and Harbors that the membership dues of Regular Members and Associate Members of the Association shall be increased by twenty per cent (20%), effective on the 1st day of January, 1978; and be it

FURTHER RESOLVED that the Board of Directors of the Association be and it is hereby requested to approve said increase in the membership dues and to submit it to the members of the Association for approval.

Accordingly, the matters relating to the interpretation of the Section 5 of the By-Laws concerning "port members" and "purely governmental" members were deliberated by the members of the Committee.

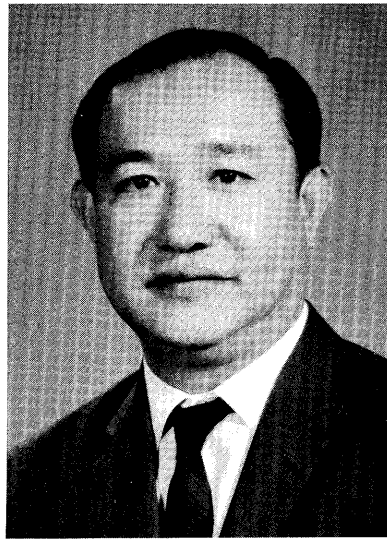
As it was the case in the aforesaid resolution, the matters were brought forward by the recommendations made by the Finance Committee which was convened at the same place just prior to the meeting of the Executive Committee.

The recommendations of the Finance Committee in respect to the interpretation of the above said matters were as follows:

1. As to purely governmental members, the suggestion was made to the effect that a clearer definition be given in the By-Laws to define "port members", but the Chairman of Legal Counselors advised that the definitions of "purely governmental" and "port members" are almost impossible to delineate and the provision should be left as it is, giving enough flexibility, and let the Executive Committee have the final authority to give the judgement.

2. As to the nature on category of members listed here-under (listed in a report prepared by the secretariat), it is not clear to anybody due to language difficulty and unfamiliarity with national situation, it is recommended by the Finance Committee that envoys should be nominated by the Membership Committee to explore the true nature of those members and persuade

(Continued on page 10)



## The Tenth I.A.P.H. Conference

# Let us meet

The IAPH Biennial Conference can perhaps be singled out as the most important event for members of the Association since its formation twenty-one years ago. Nine such Conferences have been held so far, and judging from the good attendance, it is certainly one event that members have always looked forward to. Each Conference has been unique in that it is held in a different port and country with a different theme of common interest to us, so that members can meet to exchange ideas and benefit from each other through co-operation and frank discussion in a relaxed conference setting and programme.

In March last year, Singapore had the honour of hosting the Conference. We enjoyed the rich experience of having so many distinguished members of the international port fraternity in Singapore and that in itself will surely become an important milestone in the history of the port.

Next year, the 10th Conference with the theme "World Ports' Role in Economic Development" will be held in Houston where we shall meet again in an atmosphere which is unique only in Houston, Texas, a great American city. Four panel teams have been carefully selected to lead the discussion on problems related to port congestion, new technology and facilities of ports of the future, the port's contribution to international trade and development, and the environmental problems of ports. These topics, I am sure, will be of great interest to all members of the Association. We can certainly look forward to some interesting and meaningful discussions as well as exchange of ideas.

The Panel Chairmen and members are already at work preparing papers and it remains for you to be present at what promises to be another good Conference. The members of the IAPH Secretariat have worked very hard to prepare for this Conference, and the officers of the host port, the Port of Houston, have also been unsparing in their efforts to ensure that the Conference will be a success. All of them look forward to welcoming us to the Conference.

The Conference Chairman of the 10th IAPH Conference, Mr. George W. Altvater, will, in a separate message of welcome, tell you more about the Houston Conference, but as President of the IAPH, it gives me great pleasure to extend to all of you as members, and to your friends, my cordial invitation to the 10th IAPH Conference in Houston. I look forward to meeting all of you in Houston.

Howe Yoon Chong  
President IAPH

## April 24-30, 1977

# in Houston



"It is my great pleasure and privilege to extend a warm welcome to all members, delegates, and friends of IAPH, to the 10th Biennial Conference of the International Association of Ports and Harbors to be held in Houston, Texas, in the Shamrock Hilton Hotel, from April 23 through 30, 1977.

The 10th Conference has as its theme "World Ports' Role in Economic Development", which is a continuation and extension of the theme and program of the excellent conference held in Singapore in 1975. Such timely topics as the impact of the new technology, facilities, and problems on ports of the future, the problems of port congestion, environmental problems, and ports contribution to international trade and development. These are all topics of great importance to ports whether large or small, developed or undeveloped, and will afford sufficient opportunity for the delegates to take an active part in the lively panel sessions being planned. In addition there will be several committee symposiums open to participation by the delegates.

Although there will be four working and three plenary sessions, the 10th Conference will not be all work. There will be plenty of time for fun and relaxation. Several social functions are planned, among them will be a western style barbecue and outing at a nearby ranch. Other activities include a visit to the Manned Spacecraft Center, home of the astronauts, and a visit to the Port of Houston Authority's new container facilities at Barbours Cut. The ladies too will have a special program which will be augmented by the events and activities of the delegates.

We welcome the opportunity and look forward to hosting our distinguished visitors and we are indeed proud to express a warm and most cordial welcome to the delegates, participants, and ladies of the 10th Conference in Houston, in April, 1977. We look forward with great enthusiasm to saying "howdy" and to greeting each one of you individually."

Sincerely,

George W. Altvater  
Conference Chairman  
10th I.A.P.H. Conference



(Continued from page 7)

them to comply in a proper way, in meeting their obligations.

3. As for members "in trouble", the principle now adopted in the By-Laws should be followed, but under the guiding principle of keeping ports in the Association as much as possible and some kind of measures be provided so that such members can adjust themselves to the provisions of the By-Laws.

4. As for the target date of the self-sufficiency of the Association, it was agreed upon that the Association should postpone the target date until a future time and that the membership dues should be raised by 20% effective January 1, 1978.

The Executive Committee, based upon the recommendations made by the Finance Committee deliberated the matters extensively, adopted the following resolution:

**RESOLUTION OF THE EXECUTIVE COMMITTEE RELATING TO ADMINISTRATION OF THE MEMBERSHIP DUES INCREASE EFFECTIVE JANUARY 1, 1976**

WHEREAS, effective on the 1st day of January, 1976, the membership dues of the Association were increased and the dues of Regular Members, except for those of public and governmental agencies performing purely governmental function and not charged with any duties relating to the operation of the port, were placed upon the basis of tonnage handled; and

WHEREAS, differences of opinion have arisen as to whether a Regular Member is such a public or governmental agency and some Regular Members have claimed that the dues increase works a real hardship upon them resulting in their threatening to withdraw from membership in the Association; and

WHEREAS, the foregoing conditions have rendered difficult the administration of said dues increase; and

WHEREAS, after serious consideration given to the problem, the Executive Committee of the Association has concluded that the new dues structure is sound and, with minor exceptions, has been well accepted; now therefore be it

RESOLVED that the Executive Committee of the International Association of Ports and Harbors, in the exercise of its responsibility under the By-Laws to administer the financial affairs of the Association, does hereby request the Secretary-General, in administering the new dues formula, to be guided by the principles expressed in this resolution; and be it

FURTHER RESOLVED that the Secretary-General shall, without delay, report this action to the Board of Directors.

It was felt by the Executive Committee that should there be cases where member had to face with difficulties, including financial ones, in complying with the payment of membership dues in accordance with the tonnage handled formula, such members should be afforded with a reasonable period of grace within which to make the necessary adjustment in order to pay the new membership dues, in the interest of retaining its membership in the Association.

The above resolution was duly reflexed into the following resolution relating to the amendment of Section 5 of the By-Laws concerning membership dues:

**RESOLUTION OF THE EXECUTIVE COMMITTEE RECOMMENDING AN AMENDMENT OF SECTION 5 OF THE BY-LAWS RELATING TO MEMBERSHIP DUES**

RESOLVED by the Executive Committee of the International Association of Ports and Harbors that Section 5 of the By-Laws be amended by adding new subparagraphs, at the end of the fifth subparagraph, reading as follows:

"Where a Regular Member or applicant for regular membership performs purely governmental functions and is not charged with duties relating to the operation of a port, it shall pay membership dues as follows:

"(a) one membership unit if the major port under its jurisdiction is already a Regular Member and pays membership dues based upon tonnage handled, and

"(b) more than one membership unit, based upon tonnage handled, if the major port is not a Regular Member, subject to the limitation, however, of not being charged for more than the number of membership units payable by the major port under its jurisdiction, if it were a Regular Member paying dues based upon tonnage handled.

"In the event a member disagrees with the classification assigned, the member may appeal the decision to the Executive Committee, which shall have the power to affirm, reverse or modify such determination." and be it

FURTHER RESOLVED that the Board of Directors of the Association be and it is hereby requested to approve said amendment and to submit it to the members of the Association for approval.

Now, I hereby present before you, in accordance with the provisions expressed in the resolutions of the Executive Committee, a bill relating to the revision of the Section 5 of the By-Laws as per attached herewith, prepared by the Chairman of our Legal Counselors, and request you to vote on the subject in a meeting of the Board of Directors by correspondence called for in conformity with the pertinent sections of the By-Laws of this Association, setting the date of voting on July 25, 1976.

The By-Laws provides that should your ballot (enclosure) fail to reach this office in any one of forms as specified in the By-Laws (Sections of Appendices to the By-Laws governing such meetings), your vote should be deemed to be and should be entered as in the affirmative.

May I take this opportunity to inform you that the outcomes of the meeting of the Executive Committee is to be reported in the July issue of our Association's organ "Ports and Harbors" in "Presidential Report of the Curacao Meeting".

Before concluding my rather lengthy letter, I would like to emphasize the fact that this step approved by the Executive Committee is an essential necessity for the healthy development of the Association and your support to the proposal is very necessary.

I wholeheartedly look forward to receiving your favorable response on the matter.

With my best regards,

Yours very truly,

Hajime Sato  
Secretary-General

(To be numbered when submitted to members)

IN A MEETING BY CORRESPONDENCE OF THE BOARD OF DIRECTORS OF THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS.

A Bill (draft)

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

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

Section 1. That effective January 1, 1978, Sec. 5 of the By-Laws is hereby amended to read as follows:

"Membership Dues

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

"Each Regular Member shall pay membership dues of U.S. ~~\$500.00~~ \$600.00 per annum per subscribed membership unit.

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

<u>Tonnage</u>	<u>Number of Membership Units</u>
Less than 1,000,00	1
1,000,000 or more but less than 2,000,000	2
2,000,000 or more but less than 5,000,000	3
5,000,000 or more but less than 10,000,000	4
10,000,000 or more but less than 20,000,000	5
20,000,000 or more but less than 40,000,000	6
40,000,000 or more but less than 70,000,000	7
70,000,000 or more	8

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

"Notwithstanding the foregoing, those Regular Members consisting of public and governmental agencies, of whatever kind, performing purely governmental functions and not charged with any duties relating to the operation of the port, shall not be subject to membership dues based upon tonnage handled and shall instead pay membership dues of U.S. ~~\$500.00~~ \$600.00 per annum per subscribed membership unit. For purposes of this section, Regular Members who contract with others for the operation of their port facilities shall be subject to membership dues based upon the tonnage handled in that port.

"Where a Regular Member or applicant for regular

membership performs purely governmental functions and is not charged with any duties relating to the operation of a port, it shall pay membership dues as follows:

"(a) One membership unit if the major port under its jurisdiction is already a Regular Member and pays membership dues based upon tonnage handled, and

"(b) More than one membership unit, based upon tonnage handled, if the major port is not a Regular Member, subject to the limitation, however, of not being charged for more than the number of membership units payable by the major port under its jurisdiction, if it were a Regular Member paying dues based upon tonnage handled.

"In the event a member disagrees with the classification assigned, the member may appeal the decision to the Executive Committee, which shall have the power to affirm, reverse or modify such determination.

"Regular Members and Associate Members shall have the privilege of subscribing for any number of membership units in addition to the units required by other provisions of this section.

"Class A Category One Associate Members whose annual gross sales are U.S. \$5,000,000.00 or more shall pay membership dues of U.S. ~~\$420.00~~ \$500.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$2,500,000.00 but less than U.S. \$5,000,000.00 shall pay membership dues of U.S. ~~\$280.00~~ \$340.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$2,500,000.00 or less shall pay membership dues of U.S. ~~\$140.00~~ \$170.00 per annum per subscribed membership unit.

"Class A Category Two Associate Members whose annual gross sales are U.S. \$2,500,000.00 or more shall pay membership dues of U.S. ~~\$420.00~~ \$500.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$1,500,000.00 but less than U.S. \$2,500,000.00 shall pay membership dues of U.S. ~~\$280.00~~ \$340.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$1,500,000.00 or less shall pay membership dues of U.S. ~~\$140.00~~ \$170.00 per annum per subscribed membership unit.

"Class A Category Three Associate Members whose annual gross sales are U.S. \$500,000.00 or more shall pay membership dues of U.S. ~~\$420.00~~ \$500.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$250,000.00 but less than U.S. \$500,000.00 shall pay membership dues of U.S. ~~\$280.00~~ \$340.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$250,000.00 or less shall pay membership dues of U.S. ~~\$140.00~~ \$170.00 per annum per subscribed membership unit.

"Class B and Class C Associate Members shall pay membership dues of U.S. ~~\$420.00~~ \$500.00 per annum per subscribed membership unit.

"Class D Associate Members shall pay membership dues of U.S. ~~\$70.00~~ \$85.00 per annum per subscribed membership unit.

"Class E Associate Members shall pay membership dues U.S. ~~\$50.00~~ \$60.00 per annum per subscribed

(Continued on next page bottem)



# Reports on Two Special Committees Meetings

*During the past few years, it has been the customs for the two IAPH Special Committees, namely, Committee on Large Ships and Committee on Containerization and Barge Carriers, to hold an inter-conferences year meeting to discuss the developments of their undertakings or studies as well as their working schedules and preparations for the next biennial conference of the Association.*

*This year, too, the two committees convened in April respectively and each chairman sent in their reports to the Head Office, as reproduced hereunder.*

*The first one is the report of Mr. Paul Bastard, Directeur des Ports Maritimes et des Voies Navigables, Ministere de l'Equipment, France, and the second one is that of Mr. Ben E. Nutter, Executive Director, Port of Oakland, U.S.A. (TKD)*

## REPORT OF CHAIRMAN PAUL BASTARD SPECIAL COMMITTEE ON LARGE SHIPS

MEETING HELD IN DEAUVILLE THE 15th APRIL 1976

Participating at the meeting:

Mr. BASTARD  
Mr. COUNE  
Mr. DIXON  
Mr. DUBOIS

membership unit.

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

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

## Board Authorises the 10<sup>th</sup> Conference

Board of Directors, at its meeting by correspondence set on July 31, approved that:

1. The Conference Chairman of the 10th Conference be Mr. George Altwater, Executive Director of Port of Houston
2. The Registration Fees for delegates be as follows:

1) Regular Member	US\$250
2) Honorary Member	100
3) Founder Honorary Member	100
4) Life Supporting Member	300
5) Associate Member (Class A to D)	300
6) Associate Member (Class E)	250
7) Non Member	500
3. The Program be the ones as reported in the previous issue of the journal.

This was made in response to the Secretary-General's letter of June 19, 1976, based upon the outcomes of the Executive Committee meeting in Curacao. (D.S.G.)



Mr. P. Bastard

Mr. EKWALL  
Mr. LEFEVRE (representing Captain BROAD)  
Mr. MONCEAUX  
Mr. PASCUAL  
Mr. PRUNIERAS  
Mr. THEBAUD  
Mr. TIKKOO  
Mr. ULLMAN  
Mr. YOUNG (representing Mr. DAVIDSON)  
Assisting at the meeting:  
Mr. AILLERET  
Mr. MAQUET  
Mr. RIBADEAU-DUMAS  
Mr. LANNOU

This COLS meeting was the first held since the 9th conference of SINGAPORE. The following points were brought up:

### 1) Presentation of the COLS works at the 10th conference in HOUSTON in April 1977

Request to have 2 to 3 hours in order to present the report so that a discussion could be held with the IAPH members interested in the works.

### 2) Creation of a joint committee IALA/PIANC/IAPH

Charged with coordinating the works of the three associations concerning the questions relative to aids to navigation, control and regulation of traffic.

Request that this proposal be presented again at CURACAO to the Executive Committee in order that a better coordination exists amongst the works of the 3 associations.

### 3) Examination of the COLS "Terms of Reference"

After a detailed examination of the COLS "Terms of

Reference" draft a new text will be sent to the Secretary General of the IAPH for official approbation.

#### 4) Examination of Group n° 1' draft report

Mr. J. COUNE, Chairman of working Group n° 1 presented a draft report on the following study:

1) Up dating of technical information contained in the report submitted at Singapore.

2) Study of the manoeuvrability characteristics of very large ships (especially at low speed in shallow waters).

3) Study of port manoeuvres of very large ships (especially manoeuvres made with help of tugs) in the berths' approaches and when berthing.

Different remarks were made on Mr. COUNE's draft report. A second version will be completed during summer which, no doubt, will be the definitive version.

#### 5) Examination of working Group n° 2's draft report

Mr. S. ULLMAN, Chairman of working Group n° 2 presented a draft report on the following study:

1) From studies already made by working group n° 2, study of the port authorities' different liabilities.

2) Safety problems of very large ships' operations while at quay.

The draft report was made after the responses to a questionnaire sent to all the large world ports. It was decided that Mr. ULLMAN should continue to form the responses and if possible take out the main principles in order to formulate recommendations for port safety in ports receiving large ships. These recommendations would naturally be applied if possible to every type of ship. It is probable that this part of the work will not be completed before Houston and will be continued after the 10th conference.

#### 6) Working Group n° 3

Captain MASON, Chairman of working Group n° 3 was unable to consecrate himself to the following study:

1) Methods employed in the large world ports to assure the control and regulation of the very large ships' manoeuvres. Synthes is and co-ordination of the procedures.

2) Drawing up of a list stating the main international works covering the control and regulation of very large ships.

According to this fact, it was decided:

1) The interest in continuing the studies on the problems of traffic control and regulation, this problem not having undergone any serious study from international organizations (PIANC-IALA).

2) The best solution to start this study would be to put the final touches to a questionnaire and send it to the main world ports. Mr. PRUNIERAS is ready to help Captain MASON with this questionnaire.

3) A questionnaire relative to the incidents (generally the breakdowns or failures of all kinds without serious consequences) to large ships during the approach phase and port manoeuvres will be made up by Mr. F.L. DIXON and sent to the greatest amount of world ports.

4) The Technical Audit Scheme which was brought up during the COLS meeting in Singapore in March 1975 will be distributed to all the COLS members for their remarks and in function with the answers obtained, this scheme will either be directly transmitted to the Secretary General of the IAPH in order to be proposed to the port authorities or finished by the COLS members before being transmitted to

the IAPH.

At the end of the working day, the COLS members visited the 16th April the new Port of Le Havre—Antifer destined to receive ships of 550,000 tonnes.



Mr. Ben E. Nutter

### REPORT OF CHAIRMAN BEN E. NUTTER CONTAINERIZATION AND BARGE CARRIERS MEETING

STUYVESANT ROOM OF HOTEL INTERCONTINENTAL  
CURACAO WEDNESDAY, APRIL 28, 1976

The meeting was called to order at 9:00 a.m.

Present were:

Ben Nutter  
Anthony Tozzoli  
A.S. Mayne  
Stanley Johnson  
R.T. Lorimer  
Karl Mönkemeier  
Don Welch  
Paul Bastard  
Sven Ullman  
Capt. Jan Oenes  
Cheng Tong Seng  
St. Jago  
J. Kerwin Rooney  
R. Kondoh  
J. Den Toom  
R. Vleugels  
Hiroshi Kusaka

The first order of business was a discussion of the scheduling of seminars to be held at the Houston Conference. As a result, Chairman Nutter asked Mr. Ullman to give a short summary of a request he had received from Swedish ship owners concerning the need to standardize Ro/Ro ramps. Mr. Ullman, on concluding his presentation, agreed to chair a subcommittee to study the problem of Ro/Ro ramp standardization, to update the work done by PIANC, and to report on his findings at the time of the Houston Conference. It developed in later conversations that the problem of Ro/Ro ramps is one affecting many ports throughout the world and that there is a critical need to work toward standardization.

(Continued on next page bottom)

# Container Handling Statistical Return

Since November, 1975, Special Committee on Containerization and Barge Carriers, Chairman of which is Mr. Ben E. Nutter, Executive Director, Port of Oakland, USA, has conducted the survey on the detail of container movements with the cooperation of the Association member ports.

Mr. A.S. Mayne, Third Vice-President and Member of the Committee on Containerization and Barge Carriers, recently finished the collation work of the survey results and submitted his report to the Secretary General for later announcement in "Ports and Harbors", as reproduced hereunder.

Mr. Mayne indicates that the existing return should be replaced by the new forms as printed in this issue, which are much simplified in order to make the answers easier.

Each member is requested to forward the statistical information to the Head Office covering the period after July 1, 1976.

The new forms are available from the Head Office.

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The second item of Committee deliberation was that of developing a standard glossary of terms pertaining to container, LASH, and Ro/Ro carrier operations. Mr. Ned Reed of New Orleans was not present at the meeting, but did submit a glossary of terms pertaining to LASH operations. Chairman Nutter submitted a similar list of definitions pertaining to container operations. A third list of terms and definitions covering Ro/Ro operations is being developed by Mr. A.S. Mayne, and will be available in the fall of this year for inclusion in a final report to be submitted to the membership in early 1977.

The survey of container and barge carrier facilities was discussed. It developed that a number of ports have experienced some difficulty in replying to the questionnaire and the information requested due to problems of securing adequate reporting information which, in some cases, is not available because some ports do not operate the terminal facilities. All IAPH members are requested to supply data they have available to Mr. Mayne, who will furnish a report to the Head Office on information he has received for publication in the Ports and Harbors magazine.

Discussion of a letter received from Shipping World and Shipbuilders concerning a request for IAPH assistance with a three-day conference to be held in the Far East resulted in a motion to publicize the conference in the Ports and Harbors magazine. The motion carried. Information on the conference will also be included, and IAPH members are urged to attend.

The final order of business was a discussion by Mr. Paul Bastard on the trends to larger container ships. Chairman Nutter extended an invitation to Mr. Bastard to have a representative from the Committee on Large Ships join with the Containerization and Barge Carriers Committee at the time of the Houston Conference for discussions of trends and vessel sizes.

There being no further business, the meeting was adjourned at 11:30 a.m.

Secretary General Dr. Sato on behalf of the Containerization Committee requests members' continued cooperation to the survey program under the new forms. (TKD)

## CONTAINER HANDLING STATISTICAL RETURN

### INTRODUCTION

The "Containerisation, Barge Carriers and RORO Committee" of the Association under the Chairmanship of Mr. Ben E. Nutter, Executive Director of the Port of Oakland, announced the introduction of a new statistical form in the November 1975 issue of "Ports and Harbors" suitable for recording berth and crane performance details associated with cellular container ships and container terminals.

The Committee proposed that the form would be completed by Terminal Operators and forwarded to the Association through the relevant Port Authority. It was not proposed that the information provided by Terminals would be published in its raw form but rather it would be collated by I.A.P.H. Head Office and made available to participating members on request.

Port authorities have been a little wary of the talk that goes with outstanding crane performances—some even suggest that this is a conspiracy between shipowners and terminal operators for a better deal and to create a division between port authorities via competition with each other.

If statistics are to be quoted, we must compare "like with like" and that requires a lot of research into different conditions at the respective ports and terminals such as:—

1. How many cranes, for how long and the type—the make, single/twin lift, shipboard, etc.
2. The amount of back up area making handling conditions easier but perhaps more expensive costwise.
3. The system of handling containers at ship's side.
4. Volume through the berth both by ship and in total over the period or year—handling less than 1,000 movements can be very much different to say, up to 2,000 movements.
5. Receipt of export cargo—is it generally already received before the ship is berthed (as it should be) or is the ship awaiting cargo?
6. Size of containers—40' or 20'—it is a fault that although some terminals multiply 40's by two for T.E.U.'s, there is little difference between the loading time for a 40' and a 20'.
7. Type of ship—some are faster handling.
8. Heavy lifts slow down overall rate.
9. Number of ships through a particular berth—higher berth usage will invariably produce slower rates.
10. What statistics—gross, net, elapsed time, etc., and do they mean the same thing to all operators.

The above are only some of the factors that must come

into calculations when comparing one port's performance against another.

## CURRENT SITUATION

As of 2nd June, 1976, a total of 16 replies had been received from members with container handling statistics substantially conforming with the standard form. In addition, a further 20 members advised that they could not submit returns because either the statistics were not available (4 members) or the number of containers handled by the Port was too small to warrant completion of the return (16 members).

The Committee has decided that the information as submitted by the participating members be collated, summarised and forwarded back to them. A list of Ports who have participated in the container terminal returns is as follows:

Antwerp	Melbourne
Auckland	Nagoya
Baltimore	San Juan
Bombay	Seattle
Fremantle	Singapore
Haifa	Sydney
Hong Kong	Kaohsiung
Le Havre	Yokohama

## THE FUTURE

Although the Committee is pleased with the response of the Ports currently participating in completing the "Container Terminal Return", it is disappointing that many of the world's container Ports have been unable to participate in the survey. Two of the major objections raised by I.A.P.H. members to completion of the return relate to the complexity of the definitions and that in many cases terminal operators considered that the information requested was confidential.

With these considerations in mind, the Committee has reassessed the objectives of the Quarterly Container Terminal Return as follows:

### Objective

1. To enable performance of various terminals throughout the world to be compared (both berth and crane).
2. To ensure that there is uniformity of definition.
3. To encourage maximum involvement of the various ports handling cellular ships.
4. To achieve the above with the necessary degree of confidentiality.

## NEW STATISTICAL RETURN

With the above objectives in mind, it has been decided that the existing return should be replaced by two simplified forms. These forms are attached and are designed to be used as follows:

### Form A

To be completed by Terminal operators and forwarded to the relevant Port Authority. This form includes information related to berth throughput, ship turnaround, shore crane performance and crane utilisation. The reason for including this data is set out below.

1. Number of Containers

The breakdown into 20 ft. and 40 ft. units enables a better appreciation of the terminal operation to be

made. In addition, Ports involved in significant restow work should be given the opportunity to include these containers when assessing berth and crane performance.

2. Berth Time and Berth Rate

Statistics based on berth time place emphasis on ship turnaround criteria which is very important to the ship operator in assessing terminal performance.

3. Crane Time and Crane Rate

The definition of crane time does not allow for any deduction for delays and only applies to shore cranes. The only deduction allowable once the crane starts working are for shifts where the ship is not worked by direction of the shipping company. Crane rate calculations used in the current return have been found difficult to apply by many terminals and the new definition should considerably simplify the calculation of crane rates and will provide a more meaningful measure for comparison purposes.

4. Crane Utilisation

Crane utilisation is a measure of the average number of shore cranes required to service the ship. The actual number of cranes working a ship will have a significant influence on berth rates.

## Form B

To achieve the degree of confidentiality that many Ports consider is necessary with terminal performance data, a second form has been designed which is to be completed by Port Authorities and forwarded to I.A.P.H. for collation and distribution to participating ports for comparison purposes.

It is not essential for terminal or operator names to be provided if this is preferred by the Port Authority but rather Terminals could be referred to as "Terminal 1", "Terminal 2" or Operator "A" or Operator "B" in the case of Common User facilities.

## CONCLUSION

The Committee commends the new form to Port Authorities already participating in the Container Terminal Study and to other ports who have been unable to participate with the existing return. Every attempt has been made to simplify the form and ensure that confidentiality is maintained where necessary in an effort to enable a greater number of ports to participate. It is felt that the simplifications introduced will not take away from the usefulness of the return but could even enhance its usefulness for comparison purposes.

It is proposed that the new form should operate from 1st July, 1976, with the first Form A's being forwarded to I.A.P.H. within four weeks of the end of the September quarter.

Should any Port have any queries related to the completion of the form, they should not hesitate to contact I.A.P.H. who will pass them on to the "Containerisation, Barge Carriers and RORO Committee" for clarification.

## EXPLANATORY NOTES FOR COLUMNS IN STATISTICAL RETURN (Common to Forms A and B)

Column 3 The NUMBER OF CONTAINERS handled at the berth is the total number of 20ft. and 40ft.  
(Continued on page 19 bottom)





## SUMMARY - QUARTERLY CONTAINER TERMINAL RETURNS

Port	Terminal	No. Months Operation	No. of Berths	No. of Ships	Total No. of Containers	Average No. of Containers Handled	Average Berth Time	Average Operating Time	Average Berth Rate	Average Operating Rate	Average Gross Time All Cranes	Average Nett Time All Cranes	Average Crane Rates		Details of Cranes	
													Gross	Nett	Number	Type
Sydney	Glebe Island - C.I.T.L.	3	2	37	15,243	412	62	41	8.4	11.6	46	29	9.4	14.5	2	A.A
	White Bay - S.T.L.	3	3	29	24,949	860	98	85	10.6	11.8	60	37	14.6	23.8	3	A.B.B
Melbourne	Terminal No.1	3	2	25	27,943	1,118	79	76	14.1	14.7	71	46	15.8	24.3	2	B
	Terminal No.2	3	2	23	10,763	468	50	44	9.3	10.5	45	37	10.3	12.7	3	B.B.C
	Terminal No.3	3	2	14	9,064	647	50	-	17.9	-	31	28	20.8	23.2	2	B.B
Seattle	Pier 25 -A.P.L.	3	2	25	6,108	244	22	11	11.1	22.2	15	11	16.3	22.2	2	A.A
	Terminal 18 - P.O.S.	3	3	36	14,884	413	33	19	12.6	21.2	31	25	13.4	16.7	2	A.A
	Terminal 46 - Kerr Line	3	3	14	4,315	308	20	13	16.0	24.0	25	15	12.0	21.0	2	A.A
Puerto Rico	Puerto Rico - M. M. Inc.	3	-	34	30,551	899	36	21	25.0	43.0	24	23	38.0	39.0	3	A.A.A
Israel	Haifa	3	2	12	6,780	565	62	57	9.0	10.3	55	50	10.8	12.1	1	A
Bombay	A.F.L.	1.5	2	5	973	175	35	26	5.6	7.0	45	34	4.3	5.8	1	C
Yokohama	Operator 'A'	3	3	51	10,395	204	11	9	18.0	23.4	8	-	27.1	-	1	A
	Operator 'B'	3	3	36	3,758	104	12	5	8.8	21.7	4	-	26.4	-	1	A
	Operator 'C'	3	3	12	5,705	475	11	8	43.7	57.1	9	-	49.8	-	2	A.A
	Operator 'D'	3	3	22	7,250	329	19	13	16.9	25.4	10	-	33.8	-	1	A
	Operator 'E'	3	3	13	2,722	209	10	6	21.4	33.4	5	-	41.2	-	1	A
	Operator 'F'	3	2	3	397	132	12	5	10.9	26.5	4	-	30.5	-	1	A
	Operator 'G'	3	3	10	1,862	186	18	11	10.4	16.9	9	-	21.8	-	1	A
	Operator 'H'	3	5	7	957	137	16	15	8.4	9.2	8	-	16.6	-	1	C
	Operator 'I'	3	1	15	1,020	68	16	14	4.3	5.0	7	-	10.2	-	1	C
Singapore	P.O.S. Authority	3	-	120	39,487	329	18	15	17.9	21.9	17	13	17.8	22.3	2	A.A
Nagoya	Nagoya Cont. Co.- West 4	3	2	73	16,838	230	11	7	21.0	33.7	8	-	27.3	-	2	A.A
Le Havre	Quai de L'Antique	3	3	148	15,016	101	13	6	7.7	17.7	4	4	23.5	24.0	1	A
	Quai de L'Europe	3	3	199	18,723	94	14	5	6.6	18.5	4	3	23.1	24.3	1	A
Fremantle	F.P.A.	3	2	26	5,099	196	23	16	9.8	12.1	13	7	15.1	28.1	1	B
Antwerp	Noordnatie S.V.	2	1	17	5,142	302	12	9	24.7	33.5	11	9	28.0	32.0	1	A
Baltimore	Dunkalk Marine	3	5	135	35,648	264	15	12	16.6	21.6	20	19	12.6	12.9	2	A.A
Hong Kong	Kwai Chung Terminal	3	1	30	21,320	710	12	10	58.7	68.3	16	15	44.9	47.7	2	A.A
Auckland	Auckland Harbour Board	3	2	31	9,300	309	39	20	7.7	14.6	18	16	16.6	19.2	2	B.C
Taiwan (Kaohsiung)	40,41,42 W	3	3	55	5,468	99	16	12	6.3	8.2	11	10	8.9	10.4	2	C.C.F
	63 W	3	1	102	15,053	148	15	11	16.1	17.1	8	7	20.0	24.7	2	A.A
	64 W	3	1	10	12,374	1,237	68	56	18.9	22.7	53	46	23.7	26.8	2	A.A
	65 & 66 W	3	2	60	19,878	331	27	17	13.0	21.3	21	18	19.1	23.4	3	A.A.C
TOTALS/AVERAGES			75	1,429	405,015	283	22.5	15.5	12.6	18.3	16.1	14.4	17.6	20.5		



# QUARTERLY CONTAINER TERMINAL RETURN-IAPH

FORM A

PORT \_\_\_\_\_  
 TERMINAL \_\_\_\_\_

TO BE COMPLETED BY TERMINAL OPERATOR AND  
 FORWARDED TO PORT AUTHORITY

PERIOD \_\_\_\_\_

1 SHIP'S NAME	2 VISIT NO	3 BERTH PERFORMANCE				BERTH CRANE PERFORMANCE				10 REMARKS		
		NUMBER OF CONTAINERS				4 BERTH TIME	5 BERTH RATE	6 TOTAL CONTAINERS	7 CRANE TIME		8 CRANE RATE	9 CRANE UTILISATION
		20'	40'	RESTOWS x 2	TOTAL							
	1											
	2											
	3											
	4											
	5											
	6											
	7											
	8											
	9											
	10											
	11											
	12											
	13											
	14											
	15											
	16											
	17											
	18											
	19											
	20											
TOTALS												
AVERAGE												

\* REFER TO EXPLANATORY NOTES ON REAR OF FORM



# UNCTAD – PORT CONGESTION

## Report of the Group of Experts

TD/B/C.4/152  
5 July 1976

Mr. Adib Al-Jadir, Director, Shipping Division of UNCTAD, in his recent communication to the Secretary-General, furnished us with the above report.

The meeting of experts on port congestion was held in Geneva from 26 to 29 April, 1976, at which IAPH was represented by Mr. Taiwo of Nigerian Ports Authority.

According to Mr. Al-Jadir's information, the paper will compose the paper to be presented by Mr. Williamson, Chief of UNCTAD's Ports Section, who is going to participate in the Panel Discussion on "The Problems of Port Congestion" at the forthcoming 10th Conference in Houston. (rin)

### (Continued from page 15)

containers loaded and discharged plus twice the number of containers restowed irrespective of whether the restow involves the container being taken off the vessel and returned to it or is simply shifted from one part of the vessel to another. N.B. The figure is not T.E.U.'s.

- Column 4 BERTH TIME is the number of hours the vessel is alongside the operating berth, or berths, from the time of first line ashore to the time the last line is cast off. It is calculated without deductions.
- Column 5 BERTH RATE is the number of containers handled (Column 3) divided by the berth time (Column 4).
- Column 6 The NUMBER OF CONTAINERS handled by berth cranes calculated on the same basis as Column 3.
- Column 7 CRANE TIME is the sum of the hours worked on the vessel by each individual berth crane. It is calculated as the time from the first crane movement to the last crane movement without deductions for delays.
- Column 8 CRANE RATE is the number of containers handled by berth cranes (Column 6) divided by the crane time (Column 7).
- Column 9 CRANE UTILISATION is the crane time (Column 7) divided by the berth time (Column 4).

### GENERAL NOTES

1. All times herein are to be calculated to the nearest 0.1 hours.
2. This form is to include details of all cellular ship visits for the period.

## PORT CONGESTION

### Report of the Group of Experts

#### Note of transmittal by the Secretary-General of UNCTAD

1. Pursuant to decision 27 A (VII) of the Committee on Shipping, a meeting of experts on port congestion was held in Geneva from 26 to 29 April 1976. A number of Governments sent observers, as did regional commissions, specialized agencies and non-governmental organizations. The report of the Group of Experts is attached to this note.
2. Chapter IV of the report contains both short- and long-term measures to relieve and avoid port congestion and covers action to be taken locally, nationally, and internationally. The recommendations made should prove to be a major contribution to the alleviation of port congestion.
3. UNCTAD is taking steps to implement the follow-up action called for in the report and information on this, in the form of an addendum to the present note, will be submitted to the Committee on Shipping at its eighth session in accordance with the request in its decision 27A (VII).
4. The Secretary-General of UNCTAD would like to thank the members of the Group of Experts for their valuable contribution. He wishes also to express his appreciation of the co-operation of Governments, as well as of the regional commissions, specialized agencies and non-governmental organizations.

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### Annexes

- I Membership of the Group of Experts
- II Governments which submitted background information to aid the meeting

### ABBREVIATIONS

BIMCO	Baltic and International Maritime Conference
ECA	Economic Commission for Africa
EEC	European Economic Community
ESC	European National Shippers' Councils
ESCAP	Economic and Social Commission for Asia and



	the Pacific
FIATA	International Federation of Forwarding Agents Associations
IAPH	International Association of Ports and Harbors
ICC	International Chamber of Commerce
ICHCA	International Cargo Handling Co-ordination Association
ILO	International Labour Office
IMCO	Inter-Governmental Maritime Consultative Organization

### EXPLANATORY NOTE

Reference to dollars (\$) are to United States dollars.

### LETTER OF TRANSMITTAL TO THE SECRETARY-GENERAL OF UNCTAD

Sir,

We have the honour to submit herewith our report on port congestion, which we were invited to prepare in pursuance of decision 27 (VII) of the Committee on Shipping.

Meetings were held at the Palais des Nations, Geneva, from 26 to 29 April 1976. The Group unanimously elected Mr. S.B. Ogembo as Chairman and Mr. H.A. Mann as Vice-Chairman-cum-Rapporteur.

The experts, who attended in their personal capacities, were assisted by the presence of observers from ECA, ESCAP, ILO, IMCO, BIMCO, ESC, FIATA, IAPH, ICC, ICHCA and the Port Management Association of West and Central Africa. Observers were also sent by the Governments of Algeria, Bahrain, Bolivia, Congo, Costa Rica, Honduras, Iran, Iraq, Italy, Malaysia, Morocco, Nigeria, Somalia, Turkey, Saudi Arabia, United Arab Emirates and United Republic of Cameroon.

The Group wishes to express its appreciation to those observers who submitted useful background material for the meeting.

We also wish to express our appreciation for the valuable and efficient assistance rendered by the UNCTAD secretariat during our deliberations and in the preparation of this report.

Finally, we respectfully suggest that the early dissemination of this report to governments, port authorities, regional port associations and international lending agencies might contribute to an early alleviation of the present widespread congestion and help ensure that conditions for it to recur are greatly reduced.

Respectfully yours,

### INTRODUCTION

(i) At its seventh session held in November 1975, the Committee on Shipping took note of the growing congestion in some ports and, in its decision 27A (VII), requested the Secretary-General of UNCTAD to convene as soon as possible a group of experts to study and prepare a report on this subject.

(ii) The Group's terms of reference as laid down in that decision were:

“(a) To identify and analyse the principal causes of port congestion;

- (b) To propose practical solutions to the problem;
- (c) To recommend follow-up action to alleviate the causes of port congestion on a case-by-case basis.”

(iii) The experts were to be selected by the Secretary-General of UNCTAD in accordance with the usual principles of geographical distribution and were to act in their personal capacities. Co-operation was also to be sought from Governments and port authorities of those countries whose ports face the problem of port congestion.

(iv) The Committee called on the Secretary-General of UNCTAD “to request the United Nations Development Programme, developed countries and other interested Governments to consider what funds might be made available for financing follow-up technical assistance”.

(v) The Committee also requested the Secretary-General of UNCTAD to make the report of the group of experts, together with details of the follow-up technical assistance carried out, available to the Committee at its eighth session.

### Chapter I

#### EXTENT OF PORT CONGESTION

##### A. What is port congestion?

1. Port congestion arises when more ships or cargo arrive at a port for discharging or loading than the port's resources can cope with. It results in ships spending abnormally long periods waiting for a berth and/or being discharged and loaded. In some cases witnessed recently, ships have had to spend up to 200 days waiting to proceed to a berth at which they have eventually discharged their cargo in three or four days. Equally, there are instances of congestion arising as a result of specialized cargo situations.

2. It is not easy to define precisely how much ship delay constitutes congestion since the amount of time a ship normally spends in a port is determined by such factors as the quantity and type of cargo to be handled, type of ship, and number of hours a day the port normally works. Certainly, the waiting time for a berth should not be considered in isolation, since a shipowner would prefer to wait five days for a berth and then discharge the cargo in five days (i.e. spending ten days in the port), rather than be berthed immediately but take 12 days to discharge.

3. Since the time a ship has to wait before being berthed is a statistic readily available, however, average waiting time is the measure most frequently used as a measure of port congestion, and, particularly when congestion is serious, it does give a good indication of the magnitude of the problem. However, three points should be borne in mind:

- (a) The length of ship waiting time may have varying economic significance in different ports. For instance, when tonnages handled per vessel call are small, the cost of ship time per ton of cargo handled can be particularly high.
- (b) In some areas, such as the Gulf, there exist registration schemes. In such cases, ships may not actually wait off the port for anything like as long as the recorded average waiting times.
- (c) When congestion is prolonged, various changes may take place in the traffic pattern which may reduce the delays but incur other economic costs, such as those of traffic diversion or reduction, which, whilst less apparent, are still elements of the congestion problem.

## B. How great is congestion?

4. A detailed analysis of port congestion is difficult because complete data are not available. However, on the basis of monthly figures for the first four months of each year from 1971 to 1975 and the first three months of 1976, the average number of waiting days per ship in a sample of 30 or so ports intermittently subject to congestion was:<sup>1/</sup>

1971	2.2 days
1972	2.3 days
1973	4.0 days
1974	4.8 days
1975	14.3 days
1976	40.5 days

These figures apply to both liner and tramp general cargo vessels: waiting times for bulk vessels at the same ports were often much longer. Instances are known where vessels actually berthed have, for various reasons, not been able to work satisfactorily. Confirmation of this recent upsurge in port congestion is provided in a paper submitted by BIMCO, from which it can be deduced that for 25 selected ports, the average waiting time of vessels (including bulk vessels) increased from 49 days on 1 July 1975 to 72 days on 1 March 1976.

5. All the ports included in the sample whose waiting times were analysed by the UNCTAD secretariat are on the coasts of Africa and Asia and no further east than Bangladesh. Certain ports in the above regions were most seriously affected recently by port congestion, where waiting times of up to 200 days have been reported. Comparative data for other regions was not readily available at the time of compiling this report. However, there have been reports of congestion surcharges in force recently in South America and Europe.

6. The rapid increase in port congestion during 1975 took place during a general recession in world economic activity resulting in a reduction of 6 per cent in world trade.<sup>2/</sup>This being so, other congestion situations might well be expected to follow an upturn in trade. Nor have the facts that port congestion has attracted considerable attention and much advice over the past 12 months and that significant quantities of cargo have been diverted to overland routes stemmed the rising tide of port congestion.

<sup>1/</sup>Compiled by the UNCTAD secretariat on the basis of information contained in the BIMCO Weekly Circular.

<sup>2/</sup>United Nations Monthly Bulletin of Statistics, April 1976.

## Chapter II

### CONSEQUENCES OF PORT CONGESTION

#### A. Who suffers from port congestion?

7. Virtually all parties involved in the transportation of goods by sea suffer from port congestion. The port suffers through increased costs of operation and through the possibility of temporary—or permanent—loss of traffic. The shipowner suffers through a drop in the earning power of his ship and from possible incidental harm to the ship, its crew and its cargo. During long periods at anchor, crew morale is adversely affected, the cargo may be subject to deterioration and the vessel's bottom may become fouled and thus need cleaning. The shipper suffers through the direct cost of delays in shipment, the loss of goodwill in his

trade and, ultimately, higher shipping charges. Finally, the national economy suffers through delays in obtaining materials for industry or for development projects, the frustration of export activities and higher transportation costs.

#### B. The costs of port congestion

##### 1. Direct costs

8. The most direct cost of port congestion is the cost of ship delays. The secretariat's analysis of the extent of congestion indicates that there are presently about 30 ports where the average ship waiting time is about 40 days. Assuming that a general cargo vessel costs \$4,000 per day and that each port handles an average of 60 ships per month, the total monthly cost of ship delays would be:

$$30 \times 40 \times 60 \times \$4,000 = \$288 \text{ million,}$$

equivalent to almost \$3,500 million in a complete year. Assuming that most of this cost of ship delays can be passed on to shippers either directly, in the form of demurrage (for chartered vessels) or congestion surcharges (for liner vessels), or indirectly, through higher freight rates, the bulk of this annual cost of \$3,500 million will be borne by importers and exporters (and eventually by consumers and producers) in the developing countries.

9. The reason for this is that the developing countries bear most of the freight costs of both their exports and their imports. The prices of their major exports are largely determined by the market and the receipts of the producers are lower than these prices by an amount representing the difference in the transportation cost. Consequently, the producer effectively bears the cost of transportation. In the case of imports, on the other hand, the prices tend to be fixed by the producer. To these prices are added the costs of transportation, handling, insurance, etc. and the aggregate of all these items determines the price of the goods in question to the importer in the developing country. The additional freight bill of \$3,500 million p.a. is a drain on the foreign exchange of developing countries which many of them can ill afford.

10. Where the costs of ship delays are borne by the importer, the impact can be spectacular. A paper prepared by BIMCO illustrates this by giving costs for cement offloaded recently in Nigeria. To a c.i.f. value of \$59.50 per ton is added a demurrage charge of \$98.40 per ton, to give a total cost of \$157.90 per ton. And this inflated cost is for a commodity which deteriorates with time and hence may have little or no value by the time it reaches the importer. A similar case stems from Iran's experience, where a shipment of sugar with a retail value of 50 rials a kilo is said to have incurred freight and demurrage charges totalling 500 rials a kilo.

11. But this cost of ship's time, staggering though the figure is, is not the whole story. There is also the question of the interest on capital tied up in goods on board ships waiting to be berthed. An assurer stated recently that the value of cargo on board a general cargo vessel is likely to be of the same order of magnitude as the value of the vessel. On that basis, and using average approximations, the opportunity cost of capital tied up in cargo on delayed ships is likely to be around \$2,000 per ship-load per day. Adding this cost of delays to cargo to the \$4,000 per day for delays to the ship, we arrive at a figure of:

$$30 \times 40 \times 60 \times \$6,000 = \$432 \text{ million per month}$$

for the cost of delays to ships and cargo. Based on these assumptions, the cost is over \$5,000 million in a complete

year.

12. Although, as mentioned above, shipowners generally have the opportunity of passing on some or all of their costs of congestion to shippers, there have been at least two reported cases of shipping lines being forced out of business as a direct result of losses from port congestion.

## 2. Indirect costs

13. The indirect costs of port congestion are much less tangible than the direct costs and virtually impossible to quantify. However, these indirect costs may well be considerably more important.

14. A recent phenomenon being observed is a spread of port congestion from a country to its neighbours. It has been reported, for example, that ports in Benin and Ghana have become congested largely due to increased quantities of cargo from ships diverted from Nigeria. Even some ports in Europe are becoming congested to a certain extent with cargo bound for congested ports which shipowners are reluctant to load.

15. Another consequence of port congestion is the distortion of the normal transport pattern as a result of diversion of cargo from sea to air and road transport. Cargo diverted to air transport is already beginning to cause congestion at some airports, whilst the vastly increased trucking of goods overland between Europe and the Middle East has caused extensive damage to roads not designed for such high traffic volumes.

16. In addition to the fact that imported goods become more expensive due to additional freight costs, delays may create a scarcity of goods which, justifiably or otherwise, pushes up consumer prices even further. This effect also causes inland transport to become more costly due to road vehicles and rail wagons being tied up carrying or waiting for delayed imports and their extended use for storage purposes. The added costs of port congestion can sometimes result in the exports of individual developing countries being no longer competitive on overseas markets, thus resulting in substantial losses of revenue for producers in these countries. This is particularly the case with seasonal exports.

17. Land-locked countries, some of which have little say in the port policies of transit countries, can be seriously affected by port congestion. This is illustrated by reports that Zambian copper mines have been forced to work at reduced capacity because of difficulty in shipping copper through neighbouring transit ports which are congested.

18. Finally, when congestion becomes very serious, the morale of a country can be affected, with many ills eventually blamed on port congestion. Commercial interests may seek remedies which circumvent the normal patterns of the port, and governments become inclined to take hasty measures which may be highly undesirable in the long term. International trade receives a set-back which can be particularly serious when a port, acting as a gateway for a whole region, becomes congested. The consequent effects on national and regional development plans simply cannot be measured.

## Chapter III

### CAUSES OF PORT CONGESTION

19. The efficient handling of increased volumes of world trade is only possible if sufficiently high priority is given to the question of the transportation of the goods traded. World trade has grown rapidly since the Second World War

and international maritime traffic has increased even more steeply. A particularly rapid growth in waterborne traffic has recently taken place, for instance, in the Gulf States as a result of the intense commercial activity in that region.

20. To a very significant extent, the growth of trade between developed and developing countries and between developing countries themselves, depends on the ability of ports and their connecting inland transport links to handle these increased traffic volumes expeditiously.

21. In some cases, decisions taken at the national level have under-estimated or overlooked the strain which the commercial activities would place on traffic to and from the ports. This has led to delays in implementing required port and transport investment and has contributed to the congestion which exists today.

22. As pointed out in chapter I, port congestion arises when port capacity is insufficient to match the traffic arriving at the port. Port capacity must be considered here to mean the quantity of cargo which can be passed into, through, and out of the port in a satisfactory manner over a given period. Clearly, this can be influenced by factors beyond the port's control.

23. Factors which impede maintaining port capacity at a level adequate for the traffic can be classified under a number of broad headings. However, it is in the nature of the congestion problem that not all factors apply at all locations; indeed, some might even be contradictory, since opposite conditions can be equally harmful under different circumstances. Many of the causes of port congestion are inter-related. A brief listing of some of the principal causes discussed by the Group is given below.

#### 1. Planning

(a) Investment in new berths without assuring that back-up areas, port access and operating resources such as trained manpower, cargo-handling equipment and warehousing space (either within or outside the port area), are able to service these new berths.

(b) Inadequacy of inland transport, in both capacity and efficiency, in relation to trucks, wagons, highways and port access routes.

(c) Late completion of port and transport development projects, so that expected capacity is not available on time.

(d) Failure to keep traffic forecasts updated in order to reflect changes in the pace of major economic developments.

(e) Improvement by rebuilding wharves without providing for the accommodation of expanding traffic volumes during construction.

(f) Failure of port management and planning authorities to make adequate plans in time for port development.

(g) Inflexible development plans which fail to allow for later changes in modes of traffic flows.

(h) Low appeal of port and shipping problems in the public mind, leading to lesser priorities being accorded to port investment.

(i) Political and social factors which bear on the decision-making processes.

#### 2. Management

(a) Lack of continuity in senior port management positions.

(b) Senior port management chosen without regard to the qualifications required for the job and without adequate provision for improving knowledge.

(c) Too little training for other staff, particularly in the

middle management and operating levels.

(d) Lack of direct authority of management to effect immediate actions.

### 3. Labour

(a) Poor labour relations, leading to restrictive practices.

(b) Problems caused by too much or too little labour, according to circumstances.

(c) Inefficient deployment of labour.

(d) Failure to adapt working practices to local circumstances, such as climate.

(e) Lack of training of dockworkers, especially in the use of sophisticated equipment.

### 4. Co-ordination

(a) Lack of co-operation between different private and governmental organizations working in the port area.

(b) Inadequate consultation between the port authority and users of the port in respect of operations and development.

### 5. Traffic

(a) Irregular traffic due to erratic import and export policies, especially with regard to bulk purchasing and the granting of import licences.

(b) Short-term traffic variations due to unrationalized shipping schedules, leading to ship bunching.

(c) Too many ships operating on certain routes and consequently calling for small tonnages and making inefficient use of berths.

(d) Inefficient distribution of cargo between hatches thus preventing intensive working of the ship.

(e) Cargo stowed at port of loading without regard to efficiency of discharge.

(f) Forms of packaging and cargo presentation unsuitable for efficient handling at the port.

(g) Consignees without adequate financial resources or physical facilities to take cargo.

(h) Ships spending longer than necessary at berth for various reasons, such as slack in their schedules.

### 6. Operations

(a) Inappropriate policies which lead to transit facilities being used for long-term storage where space is inadequate, thus reducing berth throughput.

(b) Lack of inland or port warehousing facilities, causing cargo to have to remain too long in the port transit facilities.

(c) Necessity to handle bulk cargoes at general cargo berths.

(d) Lack of reserve capacity to deal with recurring surges of demands placed on ports.

(e) Pilferage and smuggling, resulting in tight controls which impede free and efficient movement.

(f) Lack of finance for modern handling equipment.

(g) Inefficient mix of handling equipment due to circumstances beyond the control of port management.

### 7. Maintenance

Inadequate maintenance policies which result in a high proportion of equipment being out of service due to:

(a) Absence of preventive and running maintenance.

(b) Lack of qualified maintenance personnel.

(c) Inadequate stocks of spare parts.

(d) Insufficient standardization of equipment types.

### 8. Clearance procedures and documentation

(a) Late arrival of documents.

(b) Faulty documents.

(c) Outmoded documentation requirements and processing methods.

(d) Outmoded clearance procedures for vessels and cargo.

(e) Importers allowed to order shipments without sufficient funds to take delivery on arrival.

### 9. Dynamic effects

(a) Changes in ship types, especially on an experimental basis, with inadequate prior consultation, leading to temporary inefficiency.

(b) Teething troubles with new cargo-handling methods.

(c) Emergency diversion and transshipment of cargo destined for another port which can bring temporary peaks in quantities of cargoes which a port has to handle.

(d) Periods of exceptionally bad weather.

### 10. Function and location of the port

(a) Impossibility of improving back-up land and access in ports because adjacent lands have been taken for urban development.

(b) Activities carried out in the port area, not related directly to cargo handling, which may conflict with higher port throughput (for instance, customs controls and inspection procedures).

(c) Special difficulties which may occur with traffic of land-locked countries.

(d) In ports serving a regional trade, traffic may be dislocated by decisions of neighbouring countries.

## Chapter IV

### MEASURES TO RELIEVE AND AVOID CONGESTION

24. The Group of Experts was requested by the Committee on Shipping to propose practical solutions to the problem of port congestion. It felt that this could best be done if an approach were adopted which would permit the separation of solution into immediate and long-term action and which would also make it possible to allocate responsibility to those whose actions are required for the implementation of the remedial measures proposed.

25. It became quite clear to the Group—and this is evident from the listing of causes in chapter III—that there are almost as many forms of port congestion as there are congested ports. It was evident, therefore, that it would be too simplistic to seek a panacea for the problem which would be equally effective in all congested ports. For this reason, the Group decided that it could respond to its mandate most effectively by concentrating its advice on a number of measures which would be valid for virtually all ports experiencing congestion but which would leave sufficient freedom of action to individual ports to tackle problems peculiar to their own circumstances.

#### A. Short-term measures to relieve port congestion

26. Because of the widespread deleterious effects of port congestion, it is imperative that action be initiated as quickly as possible at the first sign of congestion in a port. Such action may have to involve not only the port itself—although it must originate there—but also national and international interests.

##### 1. Actions to be initiated locally

27. Ports which have experienced congestion stressed the need for setting up a local anti-congestion committee on which all parties who could play a rôle in relieving the situation would be represented. The Group strongly en-

dorses this practice. The individual parties represented on that committee would be expected to adopt all remedial measures within their competence and ability. Outside parties would be approached for action with a well-documented case for change.

28. Simultaneously, the Port Manager should, if at all possible, detach one or two staff members whose sole duty would be to act as an efficiency team identifying constraints on port throughput and reporting these to the Port Manager.

29. Among the actions which recommend themselves as steps to alleviate port congestion are:

(a) The introduction of measures to increase berth productivity, such as longer working hours, provided that transit storage and inland transport facilities allow the cargoes to be handled satisfactorily. Consideration should also be given to the possibility of incentive schemes for dock workers. Increased use could be made of lighters for ship loading and discharge either at berth or in mid-stream. In some cases, it might be useful to engage one or more gangs to keep the port cleared of debris and tidy on a continuing basis.

(b) The introduction of measures to stimulate the speedy collection of import cargoes from transit storage. Such measures may include: shorter free time, higher penalty charges; better communications; simplified clearance procedures; the hiring of additional storage space nearby and the use of temporary facilities, such as inflatable warehouses. Port charges may be accompanied by offers of discounts where port users could change their methods, so as to contribute to a more efficient use of scarce port resources, for example by unitization and grouping of cargoes.

(c) The hire, or rapid purchase, of handling equipment and floating storage. Consideration should also be given to installing additional capacity to expedite cargo movement by all feasible means—such as the use of barges for handling homogeneous and other cargoes. Attempt should be made to find equipment available at short notice elsewhere, such as barges from countries where, due to technological changes, there is currently excessive capacity.

(d) Consultation with shipowners or their agents on the feasibility of the following measures to increase berth productivity:

- (i) better advance information on ship arrivals and cargo mix and stowage;
- (ii) introduction of schemes negotiated with shipowners for phasing ships in return for guarantees of rapid berthing;
- (iii) consideration to giving particular trades their own berths in return for guarantees of speedy working;
- (iv) measures to ensure that government-owned cargo is removed speedily from the port.

## 2. Actions to be initiated nationally

30. It is evident that in many cases there is urgent need as well for national support and action, since all solutions cannot be found at the local level. This is particularly so where it is necessary to ensure efficient transport links between the port and its hinterland. A National Emergency Group might be needed which could have ready access to government at a high level so that it can appeal against instructions from institutions or agencies which might interfere with smooth port and transport operations.

31. Among the measures which might be taken at the

national level are the following:

(a) The introduction of measures to compel consignees, including State organizations which fail to set a good example, to remove cargo quickly from ports. These measures should include giving ports the right and means to destroy or auction cargo which lingers.

(b) The suspension or amendment of customs regulations, for instance, by allowing inland clearance of goods. The setting up of bonded warehousing outside the port where necessary in which clearance can or must take place.

(c) A review of the impact of banking procedures, import licensing and other practices which may be affecting cargo movements.

(d) The encouragement of regional co-operation to co-ordinate shipping movements. The persuasion of shippers to accept less frequent sailings may also be used, so that ships may make fewer port calls per voyage.

(e) The diversion of traffic or imposition of import bans.

## 3. Actions to be initiated internationally

32. Because of the international implications of port congestion, action at that level is also required in the short term. Among the steps to be taken are the following:

(a) Task forces should be mounted under the auspices of UNCTAD to visit countries at the request of governments concerned and help resolve existing or imminent congestion situations. UNCTAD should establish a service to advise port authorities and governments regarding where help may be obtained in cases where the visit of a task force would be inappropriate.

(b) The countries members of the European Economic Community which offer premiums for the scrapping of their overcapacity of barges should be approached by UNCTAD with a view to exploring the possibility that such barges be offered to those developing countries where the use of additional barges for transshipment and storage would help alleviate port congestion.

(c) Intergovernmental links might be set up with landlocked countries, in case of need, in order to speed the passage of their cargoes through ports in neighbouring countries.

33. Because of the importance which the Group of Experts attached to the establishment of task forces and the use of other advisory services to assist with anti-congestion measures, an elaboration of these concepts was felt to be useful.

(i) Task forces

34. Help from outside a country is often useful in assisting in setting up a local action programme to help resolve congestion problems in the short term. The help required may cover a wide range of expertise and could best be provided by a small group of experts who could visit a country at the request of the government concerned to determine the causes of congestion in a particular port, to propose specific action to deal with the problem and to stay to assist in the actual implementation of the actions recommended.

35. Such a task force might consist of three or four persons having between them expertise in port administration, port operations, labour questions, documentation aspects, etc., and they could perhaps spend from six to eight weeks in a country at the Government's request. Relevant expertise exists in many countries and a register of suitable experts could be established by reference to governments, port

authorities and to the relevant organization having consultative status with UNCTAD. Such experts need not be full-time international advisors, but could simply be released by their employers for the necessary period of time. 36. The cost of a 6-8 week visit by a task force of three or four persons would probably lie between \$30,000 and \$40,000. The cost could either be borne by the Government requesting the visit of the task force or be financed from the United Nations Development Programme or from voluntary contributions by interested governments. The Group was informed that certain governments had been approached by the Secretary-General of UNCTAD and two had already indicated a willingness to UNCTAD to consider making funds available for such a purpose.

37. It is suggested that the rôle of a task force should normally be limited to advising on operational and administrative changes and should exclude advice on major capital investments. The operation of this scheme should be limited to a period of two years, after which its efficacy could be reviewed.

#### (ii) Advisory service

38. A number of ports or national groups of port interests are presently giving assistance to ports in other countries. This has generally originated on the basis of informal approaches from one port to another, for example, for information, technical help or training. However, the demand for such services has been increasing to such an extent that commercial ports and port interests are generally not able to cope, except by establishing a formal assistance service. Also, the possible sources of such a service are so numerous and widespread that it is difficult for a port manager with a problem to know where best to turn for assistance. It is suggested that the UNCTAD secretariat could act as a clearing house to direct the enquiries from ports in developing countries to those sources of assistance best placed to provide the most useful help. Finance for such help might be supplied through bilateral aid. To this end, governments of developed countries, and other interested governments, should be asked to supply details of aid they would be prepared to provide. It should be emphasized that advice may not always be sought in developed countries, since some important knowledge and experience also exists in developing countries, particularly in those which have initiated successful measures to combat congestion.

### **B. Long-term measures to relieve port congestion**

39. Port congestion is not a temporary phenomenon which cannot be prevented. Measures can be taken for the long-term which will either minimize or avoid the occurrence of congestion. The Group felt that it should identify some of these measures. These are outlined below and separated into measures local to the port, generally within the competence of the port authority, and measures which require action beyond the port at the national and the international levels.

#### **1. Local measures**

(a) Ports should develop, and thereafter maintain, a master plan. This should take into consideration the need to provide adequate port capacity, bearing in mind the serious consequences of under-provision of port capacity should the design criteria not be fulfilled. The plan could also include recommendations on information flow and administrative procedures.

(b) Staff and labour at all levels should receive adequate training for the job they are required to do.

(c) A programme of regular consultation should be set up with the organizations working within the port and with port users, because efficient port operations require effective local co-operation.

(d) A programme should be implemented for preventive and running maintenance of equipment, with trained personnel and adequate stocks of spare parts.

(e) Shipowners should be approached for co-operation in various matters, such as to: provide greatest possible information on future plans; phase the introduction of new ships and handling methods; participate financially in installing port facilities which increase efficient use of berths.

(f) Contacts should be established with other ports, on a worldwide basis, regionally and at opposite ends of trade routes. There should be inter-port consultations at all staff levels, but concentrated on specific problem areas.

(g) Co-operation should be maintained with trade facilitation bodies.

(h) Consideration should be given to approaching international organizations in order to stimulate regional port co-operation.

#### **2. National measures**

(a) National planning should be integrated with plans for development of ports and inland transport facilities, thereby ensuring that forecast traffic flows by cargo type can be provided with adequate reception and despatch facilities.

(b) The importance of the ports for the national economy should be stressed so as to attract priority investments and able management with adequate authority.

(c) Senior port management appointments should be made from officials with experience in ports and shipping, who should stay for sufficiently long to make an effective contribution to port development.

(d) Customs procedures as they affect ports should be simplified and adequate training of customs officers ensured. Customs should not be allowed to have control of any operational function, such as transit storage, within the port.

#### **3. International measures**

(a) The secretariat of UNCTAD should advise on methods of implementing the various measures outlined in this report. It should continue its research work and also intensify its activities in regional training in matters pertaining to port planning, management and operations.

(b) UNCTAD should encourage inter-port contacts, through direct contact with the ports and by enlisting the aid of the regional economic commissions.

(c) International organizations should disseminate details of information schemes of proven value.

(d) Regional port associations could establish holding companies to acquire mobile port facilities for leasing to ports on a temporary basis to meet exceptional traffic demands.

(e) International lending agencies should give favourable consideration to port investment proposals which have the potential to prevent congestion. Potential losses to the national economy from port congestion should be taken into account when assessing the benefits to be derived from such investment.

(f) International lending and national foreign aid



agencies should give favourable consideration to making funds available to severely congested ports, which could be used to lease such items as barges, mobile cranes, and temporary warehouses, so as to alleviate the situation pending the implementation of long-term measures.

(g) Land-locked countries might participate, through intergovernmental consultation, in the planning of port and transport facilities and documentation procedures affecting the passage of their cargo through neighbouring ports.

(h) Where international lending organizations are approached to provide funds for development in ports serving land-locked countries, benefits to the land-locked countries from consequential improvements should be taken into account.

(i) Bilateral loans should be made flexible so that equipment purchased through them may be effectively integrated into a general equipment policy.

## Chapter V

### CONCLUSION

40. In conclusion, the Group would like to refer once more to its terms of reference which require it to recommend follow-up action to alleviate the cause of port congestion. Chapter IV contains the detailed listing of measures destined to achieve this result. It is, however, considered useful to set out briefly the framework in which these measures can be taken.

41. The Group feels strongly that anti-congestion committees, representing all interests involved should be constituted immediately at congested ports. The scope of work of such committees would include: the introduction of measures to improve port productivity; stimulating the speedy removal of cargo from transit storage; the leasing or purchasing of handling equipment; and consulting with shipowners regarding the contribution which they can make to resolving the problems.

42. Since congestion has implications for the national economy, the Group feels that action at the national level is also necessary. Among measures which might be taken are strengthening the port's authority for removal of cargo and simplifying documentary requirements.

43. To supplement this action which countries suffering congestion should take, the Group recommends the mounting of task forces under the auspices of UNCTAD which could visit countries at the request of governments concerned to help resolve existing or imminent congestion situations.

44. Such task forces might consist of three to four persons with expertise covering port administration, port operations, labour questions, documentation aspects, etc. and they could perhaps spend 6-8 weeks in a country to add weight to the actions being initiated by the anti-congestion committee and other national interests to increase port capacity.

45. None of these measures should be seen as a replacement for long-term action to avoid congestion occurring, such as; the development of a master plan to ensure the adequate provision of port capacity and connecting transport links; the necessity to ensure that all staff and labour receive adequate training for the job they are required to do; full co-operation with port users and all organizations working within the port; the establishment of satisfactory maintenance of port equipment. Such steps may be enhanced by the co-operation of ports within a regional

association and involving ports generally which have initiated successful measures to combat congestion.

## Annex I

### Membership of the Group of Experts

Mr. P.A. Delgado	Deputy Manager of Region III Inter-American Development Bank Washington D.C.
Mr. P.F. Earlam	Chief Executive United Kingdom/West African Lines Joint Service Liverpool
Mr. Y. Goussev	Expert v/o Sovfracht Moscow
Mr. R.D. Kabraji	Traffic Manager Karachi Port Trust
Mr. E.A. Mambe	Deputy Operations Manager Port of Douala
Mr. H.A. Mann	Vice President/International Swan Wooster Engineering Co., Ltd. Vancouver
Mr. S.B. Ogembo	Permanent Secretary Ministry of Power and Communications Nairobi
Mr. Saburo Ohta	Assistant General Manager Kawasaki Kisen Kaisha, Ltd., and Chairman, Japan/West Africa Freight Conference
Mr. J. Rochac	General Manager El Salvador Port Authority
Mr. H. Speldewinde	General Manager Central Freight Bureau of Sri Lanka
Mr. F. Suykens	Deputy General Manager Port of Antwerp
Mr. Z. Teplicki	Director General Central Board of Polish Sea Ports

## Annex II

### Governments which submitted background information to aid the meeting

At the time the meeting opened, the following governments had submitted detailed reports to the secretariat of UNCTAD to assist in preparation for the meeting. The help of these governments is gratefully acknowledged.

Algeria  
Australia  
Bolivia  
Cape Verde  
Chile  
Ecuador  
Ethiopia  
Iraq  
Ivory Coast  
Jordan  
Kuwait  
Malaysia  
New Zealand  
Panama

(Continued on next page bottom)

# UNCTAD Conference on Trade and Development

*IAPH was represented at the 4th Conference of the United Nations Conference on Trade and Development, held in Nairobi, May 3rd-30th, 1976, by an officer of East African Harbour Corporation.*

*Mr. Sven Ullman, IAPH Liaison Officer with UNCTAD in cooperation with Mr. A.N. Taylor, Assistant to Mr. John Lunch, ex-Liaison Officer with UNCTAD, arranged the representation by an IAPH member at this UNCTAD meeting of importance, and a comprehensive report on the meeting prepared by our delegate arrived the Head Office through the office of Mr. Sven Ullman, Port of Gothenburg, which we take the pleasure of printing as follows for the benefits of our members. (TKD)*

## REPORT OF THE 4TH CONFERENCE OF THE UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT, NAIROBI MAY 3RD-30TH, 1976

By D.A. Ndikumwami  
Deputy Chief Planning Co-ordinator  
East African Harbour Corporation

The 4th UNCTAD Conference took place in Nairobi from May 3rd to May 30th, 1976. Following resolutions of United Nations General Assembly at its seventh special session calling upon the fourth session of the Conference "to reach decisions on the improvement of market structures in the field of raw materials and commodities of export interest to the developing countries including decisions with respect to an integrated programme . . ." (General Assembly Resolution 3362 (s-vii), section 1, para. 3), the Conference started on an optimistic note that unlike earlier Conferences the Nairobi Conference would take positive decisions which would go along way towards solving the economic and trade difficulties besetting the Third World.

2. To ascertain that the Conference would get maximum preparation a Ministerial Conference of the Third World met in Manila (Philippines) in February to map out their strategy at the Conference. This meeting evolved a stand detailed out in the Manila Declaration which identified and approved a six point negotiation plan:

- (1) An integrated programme for trade in primary commodities;
- (2) A development of an international code of conduct for the transfer of technology
- (3) An expansion in the absorptive capacity of devel-

oped countries for the manufactures of developing countries.

- (4) Reform of the International Monetary System to suit the needs of development and long-term capital movement to the developing countries.
- (5) The extension of special efforts to help the least developed countries.
- (6) Economic cooperation among developing countries towards more regional or collective self-reliance.

### Organisation and Procedural Matters:

For effective discussion of the items before the Conference five negotiating groups were set up and items or parts of items of the agenda were allocated to each as follows:

- Negotiating Group I: Commodities.  
Chairman: A representative from Sri Lanka  
Vice-Chairman: A representative from Zambia  
Rapporteur: A representative from U.K.
- Negotiating Group II: Manufactures and semi-manufactures; Review and evaluation of progress made in the multi-lateral trade negotiations and other actions and decisions taken at the international level,  
Transfer of technology  
Chairman: A representative of the Federal Republic of Germany  
Vice-Chairman: A representative of USSR  
Rapporteur: A representative of Trinidad and Tobago
- Negotiating Group III: Money and finance and transfer of real resources for development.  
Review of developments in the international monetary field.  
Chairman: A representative of Colombia  
Vice-Chairman: A representative of U.S.A.  
Rapporteur: A representative of Qatar
- Negotiating Group IV: Least developed among developing countries, developing Island countries, and land-locked countries, Economic cooperation among developing countries.  
Chairman: A representative of Uganda  
Vice-Chairman: A representative of Guyana  
Rapporteur: A representative of Turkey.
- Negotiating Group V: Trade relations among countries having different economic and social systems; Institutional issues.  
Chairman: A representative of Czechoslovakia  
Vice-Chairman: A representative of Japan  
Rapporteur: A representative of Upper Volta

2. The duties of the Negotiating Groups were to discuss the agenda items allocated to them, reach decisions and make recommendations to the General Committee which would in turn report to the Plenary. There was also Presidential

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Philippines  
Qatar  
Thailand  
United Arab Emirates  
United Republic of Cameroon  
United Republic of Tanzania

Committee which resolved appeals from the Negotiating Committees if the latter failed to reach satisfactory conclusions on issues referred to them.

### **I. Issues before the Conference**

3. By far the most important items to be resolved were: the integrated commodity programme, transfer of technology, debt relief, markets in developed countries for manufactures and semi-manufactured goods from developing countries, transfer of real resources for development and reform of International Monetary System. Undoubtedly close to the hearts of the group of 77 was the integrated commodity programme. That this was so, is evidenced by the careful and comprehensive preparations devoted to it during the Manila Conference and its subsequent report and recommendations, the Manila Declaration. The Group of 77 recognised the fact that the poor would remain poor because they were incapable of influencing the price mechanism of the world and because of the inequitable relationship between the ever-rising prices of imported manufactured goods and the prices of the primary products which the developing countries export. In it they saw the possibility of improving their terms of trade and of securing an adequate rate of growth in the purchasing power of their aggregate earnings from their exports of primary commodities while minimizing short-term fluctuations in those earnings. In order to safeguard further real earnings of the commodity exports of the developing countries from the effects of inflation the programme contained proposals for periodic review and adjustment of the initial price ranges. It contained also a system of compensatory financing to offset fluctuations in the earnings of individual country.

While the Group of 77 argued and were convinced that common fund would succeed in arresting oscillating prices and recurrent shortages to the advantage of both producing and consuming countries, the developed countries were working under a profound fear that the proposed fund was but a cartel in the making, would most likely lead to inflation and most importantly interfere with working of the market.

4. In advocating transfer of technology the developing countries sought ways and means whereby they could firstly strengthen their technological capacity and secondly reduce their dependence on technology from developed countries.

5. The need, and indeed, the necessity to provide debt relief by donors took recognition of the fact that maladjustment in the world economy, inadequate balance of payments support and long-term development assistance etc. combine to impose strain on the import capacity and International reserves of the developing countries. It was contended that, indeed these countries were now approaching a point where they could not continue meeting their debt obligations without seriously jeopardizing their developmental process. Industrialised countries were, therefore, being requested to provide debt relief in the form of waivers or postponement of interest payments and/or "amortization, cancellation of principal etc. of official debt to developing countries seeking such relief". (Manila Declaration and Programme of Action, Section Four para. 3). On commercial debts it was urged that these should be rescheduled so that payments are made for a period of at least twenty five years.

6. On manufactures and semi-manufactures the proposals before the conference sought to increase markets in

developed countries, including socialist countries, for manufactures and semi-manufactures from developing. Developed countries were asked to remove all various restrictive business practices which adversely affect international trade, particularly that of developing countries. To expand exports of manufactured and semi-manufactured goods in developing countries international corporations should be encouraged to reorient their activities so that manufacturing processes are completed in these countries and further that the processing of raw materials by international corporations for domestic or foreign markets should take place in these countries. Developed countries which harbour tariff or non-tariff protection to discourage such activities should adjust such policies.

### **II. Main Resolutions of the Conference:**

#### **1. Integrated Programme for Commodities**

The Conference adopted Integrated Programme for commodities with the following objectives:

- a. To achieve stable conditions in commodity trade including avoidance of excessive price fluctuations at levels which would:
  - i. be remunerative and just to producers and equitable to consumers;
  - ii. take account of world inflation and changes in the world economic and Monetary situations;
  - iii. Promote equilibrium between supply and demand within expanding world commodity trade.
- b. To improve and sustain the real income of individual developing countries through increased export earnings and to protect them from fluctuations in export earnings especially from commodities.
- c. To seek to improve market success and reliability of supply for primary products and the processed products thereof, bearing in mind the needs and interests of developing countries.
- d. To improve the competitiveness of and to encourage research and development on the problems of natural products competing with synthetics and substitutes and to consider the harmonization of the production of synthetics and substitutes in developed countries with the supply of natural products produced in developing countries.
- e. To improve market structures in the field of raw materials and commodities of export interest to developing countries.
- f. To improve marketing, distribution and transport systems for commodity exports of developing countries, including an increase in their participation in these activities and their earnings from them.

#### **2. Commodity Coverage:**

The Conference agreed that the Integrated commodity Programme should cover: bananas, bauxite, cocoa, coffee, copper, cotton and cotton yarns, hard fibres and products, iron ore, jute and products, manganese, meat, phosphates, rubber, sugar, tea, tropical timber, tin, and vegetable oils, including olive oils, and oil seeds and other products as may be agreed at future Intergovernmental Committees which shall be established to coordinate preparatory work and negotiations dealing with the commodity programme.

#### **International Measures of the Programme:**

It was agreed that steps be taken towards the negotiation of a common fund.

- a. The following measures shall apply where appropriate

and in the light of special needs of developing countries:

- i. setting up of international commodity stocking arrangements;
  - ii. Harmonization of stocking policies and the setting up of coordinated national stocks;
  - iii. Establishment of pricing arrangements, in particular negotiated price ranges, which would be periodically reviewed and appropriately revised taking into account movements in prices of imported manufactured goods, exchange rates, production and consumption.
  - iv. Internationally agreed supply management measures, including export quotas and production policies, and where appropriate multilateral long term supply and purchase commitments.
  - v. Improvement and enlargement of compensatory financing facilities for the stabilization around a growing trend of export earnings of developing countries;
  - vi. Measures to encourage research and development on the problems of natural products competing with synthetics and considerations of the harmonization of the production of synthetics and substitutes in developed countries with the supply of natural products produced in developing countries.
  - vii. consideration of special measures for commodities whose problems cannot be adequately solved by stocking and which experience a persistent price decline.
- b. The Conference further agreed to consider and protect by means of appropriate differential and remedial measures within the Programme the interests of developing importing countries, particularly the least developed countries and the most seriously affected among them and those lacking in natural resources adversely affected by measures under the Integrated Programme.
- c. The Conference agreed and requested the Secretary General of UNCTAD to convene a negotiating conference on a common fund not later than March, 1977.
- d. Further requested the Secretary General to convene preparatory meeting prior to the conference referred to in (c) above concerning:
- i. elaboration of objectives
  - ii. the financing needs of a common fund and its structure;
  - iii. sources of finance;
  - iv. mode of operation; and
  - v. decision making and fund management
- e. Secretary General was requested to convene preparatory meetings for international negotiations on individual products in the period beginning September, 1st 1976. These meetings shall complete their work not later than February 1978 and their main tasks shall be:
- propose measures and techniques required to achieve the objectives of the Integrated Programme
  - determine financial requirements resulting from the measures and techniques proposed
- f. Further requested the Secretary General of UNCTAD to convene commodity negotiating conferences as soon as possible after the completion of each pre-

paratory meeting under (e) above. These negotiations should be concluded by the end of 1978.

#### Transfer of Technology

1. The Conference agreed that:
  - a. work on a draft code of conduct for the transfer of technology should be undertaken and be completed by mid 1977.
  - b. the said work should consist in drafting an international code of conduct.
2. In order to elaborate the draft referred to above the conference decided to establish within UNCTAD an inter-governmental group of experts. This group shall hold one meeting in 1976 and as many as may be required in 1977. The group shall be free to formulate draft provisions ranging from mandatory to optional.
3. The Conference recommended that the General Assembly convene a conference by the end of 1977 to negotiate on the draft elaborated by the group of experts and to take all decisions necessary for the adoption of final document embodying the code of conduct for the transfer of technology.

#### Manufactures and Semi-Manufactures:

1. The Conference agreed on the need to formulate and adopt a set of interrelated and mutually supporting measures to expand and diversify the export trade of developing countries in manufacture and semi-manufactures.
2. To this end the Conference adopted the following measures and recommendations:
  - a. To improve access to markets in developed countries for manufactures and semi-manufactures of developing countries. The access to these markets should be improved in the following areas:
    1. Generalised system of preferences:  
The generalised system of non-reciprocal, non-discriminatory preferences should be improved in favour of developing countries. In this regard the following measures were recommended for adoption:
      - a. the generalised system of non-reciprocal non-discriminatory should be extended to cover as many products of export interest to developing countries.
      - b. Application of duty-free entry for manufactured and semi-manufactured products.
      - c. simplification, harmonization of and improvement of the generalised system of preferences rules of origin in order to facilitate maximum utilization of the schemes and exports thereunder.
  3. The generalised system of preferences should continue beyond the initial period of ten years originally envisaged.
  4. Developing countries should pursue such economic policies as will maximise their export earnings. They should also take advantage of the measures being advocated to shift industrial production to more internationally competitive industries.

#### Debt Relief:

The Conference took note of the serious economic problem arising from international debts owing by developing countries. However, the conference failed to reach an agreement on what to do about these debts. The only thing that was agreed upon was that immediate and favourable review of debts of about 20 most affected developing countries and facing serious balance of payments problems should be undertaken.

UNCTAD was asked to specifically review the results by next May (1977).

#### **Economic Cooperation among Developing Countries:**

In making recommendations under this heading the Conference took note of the fact that although the developing countries remain accountable to mobilize their own resources in the pursuit of their economic and social objectives, it would be very difficult for them to achieve such objectives without concomitant action on the part of developed countries and the institutions of the international community. For this purpose the conference agreed that:

- a. The developed countries should resist from adopting any kind of measures or action likely to effect adversely the decisions of developing countries in favour of strengthening their economic cooperation and diversification of their production structures.
- b. Developed countries agree to support and facilitate the implementation of legitimate decisions taken by developing countries in order to ensure fulfilment of programmes of economic cooperation.
- c. Developed countries should:
  - i. support preferential trade arrangements among developing countries through technical assistance, and appropriate policy measures in international trade organizations.
  - ii. Facilitate the conclusion of separate sales contracts, where feasible, for equipment and technological components so that importation of technology by developing countries from one another is encouraged.
  - iii. Developed countries should provide technical support for the establishment of financial and capital markets in developing countries so as to establish direct financial links between surplus and deficit developing countries.
  - iv. Consider the expansion of existing and the creation of new export credit finance and guarantee schemes by World Bank and regional and sub-regional development banks in the light of existing studies and on going studies which are being undertaken by international institutions on this subject.
- d. Socialist countries of Eastern Europe were requested to:
  - i. provide technical assistance in setting up and operating of state import and export enterprises of developing countries, at national and international levels.
  - ii. to provide technical assistance to developing countries engaged in the formulation of joint investment programmes of developing countries in the productive sectors, and technical and financial support in the implementation of such programmes.
- e. International financial Institutions should support programmes of economic cooperation among developing countries.
  - i. by adjusting their internal operational and financial policies so as to take specific account of the particular difficulties involved in promoting multinational projects.
  - ii. provide equity or other forms of financing to multinational enterprises set up by developing

countries.

- f. The United Nations system should devote a large proportion of their technical assistance resources to projects related to economic cooperation among developing countries and in particular among least developed, land-locked and island developing countries.

#### **Transport:**

The problems of transport came under agenda item 13: least developed countries among the Developing countries, Developing island countries and Developing Land-locked countries.

The Conference appreciated the problems facing these countries and agreed that:

1. Land-locked and their transit neighbours should receive technical and financial assistance to help them carry out studies to integrate railway systems of transit countries with those of the Land-locked neighbour.
2. Assistance in form of grants or concessional loans should be made available to these countries for the construction or improvement of transit roads in Land-locked countries and transit countries, for the purchase of road transport vehicles and for the maintenance of these roads and vehicles.
3. That each land-locked country should develop and equip fully at least one international airport. International organizations and financial institutions should provide technical and financial assistance.

#### **Port Facilities and Development:**

1. In this regard the Conference agreed that ways and means to develop and improve the transit and port facilities should be explored and undertaken.
2. International organizations should provide technical and financial assistance to improve and facilitate the use of transit port or areas for the land-locked areas.

### **— Correction —**

In reference to the article titled "Mr. Johnson Introduces BTDB's New General Manager" in this journal, August 1976, page 16, Mr. Johnson was erroneously described as IAPH Third Vice-President and as a former Director General of the BTDB, while it should have been IAPH Second Vice-President and Managing Director respectively. Also, the title of Mr. Keith Stuart, M.A. should read Director and General Manager.—TKD

# Revision of 1957 Brussels Convention draws nearer

*As repeatedly reported in the journal, the revision of 1957 Convention on the Limitation of Liability of the Owners of Sea-Going Vessels is now in the final stage of being put under the consideration of Diplomatic Conference to be held in November this year. Mr. Pages, Chairman of IAPH Special Committee on Legal Protection of Navigable Waterways has recently prepared a paper on the matter, compiling the results of the survey conducted under the Secretary-General's letter to The Board, dated April 16, 1976. Mr. Pages further wished to circulate his new paper among the Board members for their taking final view on the matter so that this important revision of international maritime issue be done with proper inclusion of voices from port authorities.*

*Board members were requested to convey the wishes of port authorities to their national delegates who would attend the Diplomatic Conference in November.*

*Hereunder is the reproduction of Mr. Pages' paper and the Secretary-General's letter of request to the Board. (rin)*

No. 8-76/4C

July 22, 1976

To: Members of the Executive Committee and  
Board of Directors of the International  
Association of Ports and Harbors

Dear Sirs:

In respect to the revision of the 1957 Convention on the limitation of liability of the owners of sea-going vessels, I would like to present here for your consideration and proper action toward the national delegation of your country to IMCO Assembly which is to be held in London in this November.

Mr. Pages, who is now undertaking the works of collecting comments from the members, informed me that there had been very few responses from our members on this important issue.

You are requested to give your due consideration in this regard and have this matter be taken up by your national delegates to IMCO Assembly so that the voices from port authorities be reflected in the revision of the Convention.

Your comments and views will be reported to Mr. Pages from this office. So, you are kindly requested to contribute your comments to this office by the 20th day of August 1976.

With my best regards,

Yours very truly,

Hajime Sato  
Secretary-General

I.A.P.H.

Revision of the 1957 Convention on the Limitation of  
Liability of The Owners of Sea-going Vessels

Consultation with the Ports, in preparation of the  
Diplomatic Conference to be held in November 1976.

The Secretary General of the I.A.P.H. circulated a memorandum to its Directors in each country, on the 16th. April, 1976, with the object of preparing for the Diplomatic Conference in November, 1976, which will mark the final stage of the revision of the 1957 Convention. This memorandum included:

— The setting forth of a number of points, on which the defence by the ports was obvious. It was proposed that the port representatives in each country, contact their governments to persuade them to take into account the point of view of the ports, when instructing their official delegates for the Conference.

— The highlighting of a certain number of other points, on which further consultation with the ports was required, before the positions to be defended by the representatives of the I.A.P.H. at the Diplomatic Conference, were decided.

The present report is a summary of the results of these consultations. The articles to which reference is made, are those drafted by the Legal Committee of the I.M.C.O. during its meeting in Nov/Dec, 1975, which are to be debated at the Diplomatic Conference.

It concludes by proposing the issues which the representatives of the I.A.P.H. at the Diplomatic Conference in Nov. 1976, should be asked to defend on behalf of the I.A.P.H.

## REPLIES RECEIVED FROM THE DIRECTORS CONSULTED

The number of replies received to date is very small.

Nonetheless a broad cross-sections of Port opinions throughout the world is given, (Hong Kong, Australia, Singapore, Malaysia, Great Britain, France, Puerto Rico Aden).

The American Association of Port Authorities, for its part, has shown similar concern for the protection of its port interests.

All the members of the I.A.P.H., certainly will have been impressed by the vigours warnings, which President VLEUGELS gave in the June issue of "Ports and Harbors".

## Articles 1 & 3.

### PERSONS ENTITLED TO LIMIT LIABILITY

This question was raised by several people, although it had not been submitted for consideration.

It would appear that there is a certain amount of confusion arising from the different interpretations of the word "salvor" in the English text of the proposed convention.

Firstly, it should be considered that the "salvor" means the person or the rescuer (professional or incidental), who



comes to the aid of the vessel in the first instance. The aim of the I.M.C.O. draft, in allowing him to benefit from the limitation, is to encourage him to take the maximum initiative, meaning personal risk, whilst there is still corporal or material interests to be protected by quick and judicious action.

- aiding a vessel in danger, before a disaster which threatens, occurs.
- aiding the same vessel, should the disaster happen, (e.g. grounding), but where there is still a chance of limiting the consequences.

In such circumstances, the rescuer can benefit from the limitation of his own liability (art. 1). And his claims, in respect of the owner of the aided vessel, is privileged (art. 3), since it does not come under the limitation of liability, which the latter can impose on the other claimants and victims.

The situation is totally different when a company, equipped to aid and rescue, (a salvage company) is asked to handle a wreck, which has already been accepted as a total loss, but which represents an encumbrance to the environment, for the shipping of a port . . . Here it is no longer a question of rescue in the sense of the case above, but of a particular type of civil engineering job, which is classed from the legal point of view, under common law.

The contractor can not claim the right to limit his liability for the damage he could cause to a third party in the execution of his task, for example, whilst employing explosives.

The drafting of the final text should be very precise, so as not to leave any ambiguity with regard to these various points.

#### Article 1. Claims Subject to Limitation

Article I of the draft convention places the repair of damage caused to port installations, amongst the claims subject to limitation.

In this respect, the following wishes have been expressed:

- By harbour works, should be understood, not only infrastructure but also harbour waterways, installations and plants and aids to navigation and it should be determined that the abandonment of a wreck, is indeed a damage to ports.

- The convention should provide for those States who wish to do so, the means of excepting the repair for the damage to port installations from the claims subjected to the limitation (the 1957 Convention expressly provided such a clause).

#### Article 3. Claims Excluded From Limitation

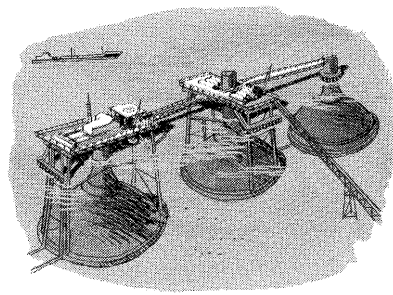
The draft convention excludes, in article 3, claims for damage which come within the scope of the 1969 International Convention of Civil Liability for Oil Pollution Damage.

It would be preferable, if this clause were extended so that it also included any modifications or extensions of the above Convention.

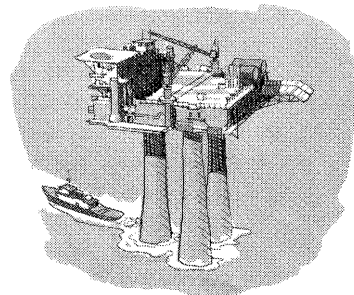
#### Article 4. Conduct Barring Limitation

Several ports admit, realistically, but with reluctance, the reasoning propounded by the insurers: a substantial

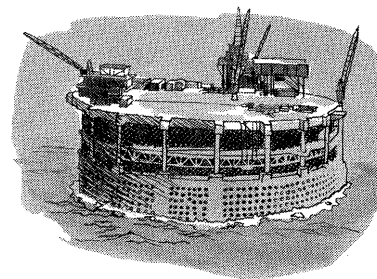
(Continued on page 34)



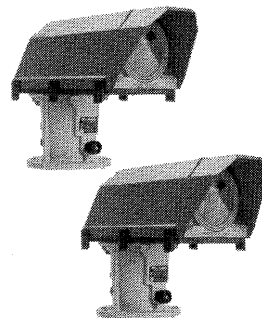
Tideland MaxLumina marine lanterns flash in unison to protect a group of three gigantic underwater petroleum storage structures shaped like "inverted funnels" in the Fateh field off the coast of Dubai. "Bridges" connect the above-surface portions of the storage units, and the synchronized flashing presents the installation as a "single structure" to avoid invasion by ships navigating in the vicinity at night.



Tideland MaxLumina lanterns and AudioBeam® fog signals have been selected by a major oil producer to protect a series of tall, reinforced concrete production platforms like this in the Norwegian North Sea. The high standards of design and the required levels of performance for navigation aids—as required by various national regulatory authorities—narrowed the choice to Tideland.



The well-known Ekofisk storage tank and surrounding production structures are another multi-million-dollar investment in the Norwegian North Sea protected by synchronized Tideland MaxLumina lanterns. Although they flash in unison, each MaxLumina lantern is independent. They are equipped with Syncrostat® flasher/lampchangers. Should any one or more fail, all remaining lanterns continue the precise flash code in synchronization.



**RL-125**  
Tideland RL-125 MaxLumina range lights can be synchronized to flash in unison for maximum visibility by marine pilots in navigating to mid-channel alignment. These lights also can be programmed to flash any preselected simple or complex code. Tideland has designed the RL-125 so that one person can focus it on location.



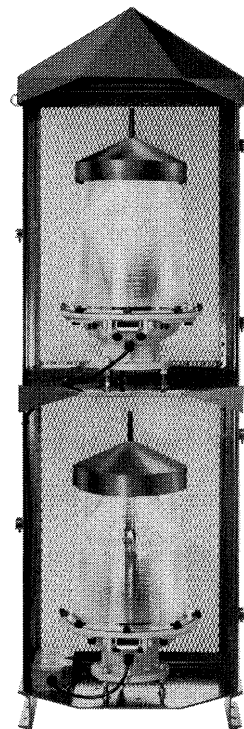
# Sonic System Synchronizes Suez.

## Tideland's new SonicSync controls navigation lights.

More readable, more visible, more dependable aids to navigation for the re-opened Suez Canal keep the ships to the center of the channel. Pilots see Tideland Signal's MaxLumina® buoy lights flash in unison instead of at random. SonicSync synchronizes the lights' paired flashing with certainty. Background lights on shore or on other ships are diminished by comparison.

Tideland's MaxLumina tower lanterns direct marine traffic from a series of 14 towers on the banks of the canal. Tideland graphic-design electronic panels control the tower signals. Ships progress safely. Tideland's synchronization system gives visual accent to the tower lanterns.

**Biform ML-300**  
Tideland's Biform ML-300 HI marine lanterns flash a 30,000 candela signal for a 27.8 nautical mile luminous range when the meteorological visibility is 20 miles. This AC electrically powered light is recommended as a landfall beacon or other main navigation light.

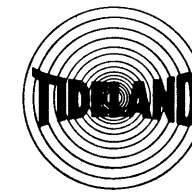


Contracts awarded Tideland Signal by the Suez Canal Authority for synchronized channel buoy and traffic lights are recognition of Tideland as the deliberate leader in modern electric aids to navigation.

Tideland systems are matchless in dependability and operation and in their durability in severe marine environment. Tideland manufactures every product. Aids to navigation are Tideland's only business.

Tideland offers navigation aids which meet the stringent requirements of BASEEFA, UL and other regulatory and safety standard certifications.

**SYNCHRONIZATION.** SonicSync® is Tideland's underwater communication system to synchronize the operation of aids to navigation without the vulnerabilities of hard wire connections or the uncertainties of radio frequency signals. SonicSync includes a transmitter at one navigation aid to send a coded acoustic signal to a receiver at the synchronized navigation aid. The coding system prevents interference. Tideland's synchronization system, whether SonicSync or other communication methods, maintain operation of all other navigation aids in the event of failure of any one or more of the others.



Aids to Navigation

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(Continued from page 32)

reevaluation of the amounts of limitation would not be feasible, unless, as a counter balance, the right to limit were unbreakable, except in very rare instances. This reasoning has been followed by the I.M.C.O. in the drafting of the proposed convention.

Contrarily, a higher proportion of ports felt:

– that this wording was dangerous, since it risks unbalancing the sense of responsibility of the owners of vessels.

– that it should at least remain the wording used in the 1957 Convention, which has already raised a considerable body of case law.

Certain ports even asked:

– that the notion of actual fault or privity, which breaks the right to limit, be extended from the owners of a vessel, to the people who assist in exploiting it. (The master, the crew, personnel on shore).

– and that actual fault may be proven, not only during the period preceding an accident, but also during and after the event: e.g. the measure and diligence of actions taken after a grounding.

On this point, of vital importance to the ports, which is certain to be highly debated, the I.A.P.H. does not seem to have anything to gain by lessening its demands, before the opening of the Diplomatic Conference.

Should entire satisfaction not be obtained, it would be possible to raise the issue again during the following debates on other subjects, in order to bring further pressure to bear on the demands made concerning these other points.

#### **Article 6. The Amounts for Limitation of Liability**

##### **i. Minimum Tonnage**

A gross registered tonnage of 1,500 tons (following the definition of the 1969 London Convention) appears to be the minimum tonnage that needs to be considered.

In view of the serious havoc which can be wreaked (e.g. damage to lock gates, swing bridges, or by pollution), by small vessels, (but where the costs can be considerable), certain ports hope for a much higher minimum tonnage, even the stipulation of a minimum sum for the limitation of liability.

In this way, in the case where the set amounts of the 1957 Convention were tripled, (which is less than was demanded by the I.A.P.H., but which is what was envisaged during the last meeting of the I.M.C.O.) and where the minimum tonnage was raised to 3000 grt., the limitation of liability would result in a total sum of about \$2 million U.S.

It is really a question here, of a minimum amount, for which the insurers would have to cover every vessel.

##### **ii. One or several funds**

The draft of the I.M.C.O. foresees the constitution of a particular fund for injury to passengers aboard a vessel. But the question remains as to whether there should be one or two other separate funds for damage caused to:

- people other than passengers of a vessel (personal injury)
- property (property claims)

The ports hope:

- that should two separate funds be decided upon, a reversible spill over clause will allow the sum total of the two funds to be used, whatever might be the division of damage between the two different categories.
- that in the case where there is to be only one fund, that

personal injury claims will have only a limited priority and that a reasonable sum will remain to settle property claims.

- and that in the case of property claims, a priority will be given to damage caused to port installations (including wreck removal).

It is to be hoped, that should this last clause not be included in the Convention, that nevertheless, it will be left to the discretion of each state to include it, through their own national laws.

iii. As an incentive, the point could be raised, that certain delegates, during the Oct/Nov 1975 meeting of the I.M.C.O. admitted the necessity of raising the sums of limitation by a substantial amount and that to do this, they envisaged tripling the lowest sections of tonnage (for example up to 40,000 grt) and increasing by 50% each of the sections thereafter. However, this would only be a first step, since even the revaluation in relation to the general monetary devaluation and the evolution in the price of gold, would call for a quadrupling of the set amounts, as has been demanded by the I.A.P.H.

#### **Article 8 Unit of Account**

It is understood that the sums of the limitation are likely to be evaluated in accordance with the special drawing rights of the International monetary fund.

This hypothesis considers it indispensable that the sums of limitation be linked to clauses which would ensure a periodical reevaluation, in order to compensate for the effects of monetary erosion, which affects practically every currency and hence even the S.D.R. and the I.M.F.

#### **Article 10. Limitation of Liability without the constitution of a limitation fund**

The I.M.C.O. draft raises the following question: Should the right to limit liability be considered absolute for the person liable, whether or not he has constituted a limitation fund in advance, as is in fact laid down in the 1957 Convention.

The ports are unanimously opposed to this clause. They insist that a limitation fund should actually be established and if not, that it be replaced:

– by an equivalent financial guarantee. This guarantee could be tied to an appropriate clause, similar, for example, to the clause included in the 1969 Convention of Civil Liability of Oil Pollution Damage.

#### **Article 12. Distribution of the Limitation Fund**

The draft established by the I.M.C.O. includes a clause, following which, the owner of a vessel (and more generally speaking, the person responsible), would have the right to share in his own limitation fund for voluntary measures taken to avoid or limit damage to a third party.

Certain ports, realistically, admit that such a clause incites diligence in the person responsible.

Some of them suggest that these measures should be taken in consultation with the Port Authority, and with its agreement.

Even more ports are actively opposed to it.

Following their theory, it is in any case, the duty as well as in the interests of the person responsible to take such measures and that the rights of other claimants to compensation, should not be reduced for as much.

As was indicated earlier, when dealing with conduct barring the right to limitation, it seems that the I.A.P.H. has

everything to gain, by remaining firm on this point. It will have even more reasons for doing so, if satisfactory agreements are not forthcoming during the debates on other points of vital interest to its members.

## CONCLUSION

To conclude and resume, I suggest that those who represent the I.A.P.H. at the Diplomatic Conference, which will be held in London this November, should be authorized to defend the following points on behalf of the I.A.P.H.:

—Art. 1 & 3—

The assistant or the rescuer, should not be allowed to benefit from the limitation of his liability, except in cases of true rescue, where aid to a vessel is likely to help it to avoid or limit a loss.

—Art. 1—

The meaning given to “harbour works” should include channels, waterways, installations of every kind, navigational aids. Some latitude should be provided for States, so that they can except damage caused to harbour works from those claims subject to the Limitation.

—Art. 3—

The convention should exclude from its field of application, all claims which come within the scope of the 1969 Convention on the Civil Liability for Oil Pollution Damage . . . as well as any modifications or extensions of the articles and clauses contained therein.

—Art. 4—

Conduct barring the right to limitation

Far from protecting, except in instance of sheer defiance, the right to limit liability, from the risk of forfeiture, it would be more appropriate to return to the wording of the 1957 Convention, even to re-enforce, it,

— by extending it to the Master and Crew and the personnel on shore, in cases likely to involve forfeiture of the right to limit.

— by extending the possibility of finding fault to the period which follows an accident, during which it is essential that the appropriate action is taken effectively in time.

—Art. 6.—

The Amount for the Limitation.

i) This amount should be calculated from a basic minimum tonnage of 1,500 gross registered tons (the 1969 London Convention), preferably even 3,000 g.r.t.

ii) In the case where passengers aboard a vessel are treated apart, it would be best, that whatever other categories are decided upon, (either one single fund or distinct funds for personal injuries and property claims), that the following aims be achieved:

— A first limited priority, being accepted for personal injury settlements, a second priority should be established for the benefit of harbour installations.

— If this is not the case, latitude should be left for States who wish to include this clause in their own national laws.

iii) An additional effort in way of the revaluation of the Amounts of limitation, and going even further than was envisaged in October/November 1975, by certain delegates at the I.M.C.O., should be carefully solicited (quadrupling the sums of the 1957 Convention).

—Art. 8—

Unit of Account

The replacement of the gold clause by the Special Drawing Rights of the International Monetary Fund, is not viable unless a periodical revaluation is aligned, to wholly compensate the effects of monetary erosion.

—Art. 10—

Limitation of liability, without the constitution of a limitation fund.

The right to limit should not be recognised intrinsically. It should not be accorded without the constitution of a limitation fund or similar financial guarantees and amongst others, without mandatory insurance.

—Art. 12—

Distribution of the Limitation Funds

Ports are against the fact that the owners (and in general the person responsible) should be allowed to participate in his own limitation fund.

## Japanese Directors studying the revision of 1957 Convention

Mr. Fumio Kohmura, Vice-President of the Nagoya Port Authority, reported to the head office on behalf of Directors and Alternate Directors that they have met twice in July in Tokyo to study the points raised by Mr. Pages concerning the revision of the 1957 Convention on Limitation of Liability of Owners of Sea-Going Vessels. The meeting was conducted by Mr. Kohmura, with the presence of the expert from the Bureau of Ports and Harbours, Ministry of Transport. Mr. Kohmura disclosed that the points displayed by Mr. Pages were fully deliberated by the members, although they had to have the expert's advices on each of issue because the matters discussed in the revision were so highly technical ones. Mr. Kohmura expressed that the conclusions derived from the discussions would be duly reported to Mr. Pages while the conclusions would be conveyed to the national delegates by and through the proper governmental agencies responsible on the matter. (rin)

## PIANC Brussels Meeting Observed by Le Havre Member

*Mr. J. Dubois, Director-General, Port of Le Havre Authority, who serves on both the Large Ships Committee and Containerization Committee of IAPH, took part in the fourth plenary meeting of the International Commission for the Reception of Large Ships (ICORELS) of PIANC recently held in Brussels, Belgium, as an observer of IAPH at the request of President Howe.*

*Mr. Dubois' report follows. (TKD)*

The International Commission for the the Reception of Large Ships (ICORELS) held its fourth plenary meeting in Brussels on June 15th 1976 under the presidency of M. VAN DER BURGT. Commissioned by our President M. HOWE YOON CHONG as an observer of the I.A.P.H. I attended this meeting.

The previous Commission about Large Tankers, which had been held before the latest Ottawa Congress in 1973, had in 1972 initiated an inquiry about characteristics of channels, towing facilities and navigation aids in the main ports of the world. Answers from about twenty ports have been received; the results of the inquiry are under study and their synthesis will from the subject of a publication.

During the June meeting, the Commission examined the draft reports of the five working groups it had made up.

The first working group, presided by Professor VASCO COSTA, has to define the parameters liable to affect manoeuvres in ports and prevent them being carried out, to define the methods of analysis of these parameters and to determine the unavailability periods of ports.

The second working group presided by M. BOIS-SEREINQ has decided to study the different ships' navigation aids, work out a method for the appreciation of collision risks in heavy traffic areas and analyse the missions and means which control-rooms ashore could have at their disposal. It appeared to this working group that equipment on board and those ashore were not always compatible.

In such conditions the group seems to aim at studying recommendations with a view to the organization of navigation controls in areas where traffic is particularly heavy.

A connexion with works of group number 3 or the COLS should be considered, because of the common aspects found in the working-subject of each one of these groups.

The third working-group presided by M. BOHLIN studied the problems of pollution by oil (equipment and combating facilities and equipment for the reception and processing of oily refuse). In this matter the ICORELS gave their go ahead to a motion from the COLS aiming at a coordination of the works of two working-groups belonging to each one of these associations on a few common subjects (equipment for the reception of oily refuse).

The fourth working-group was in charge of a study for the drawing and optimum dimensions of maritime routes in shallow seas, straits and seaways, to make them available for large ships. This group has especially produced a document written by the previous Commission on the same subject and undertaken a study on dredging works and questions connected with channels and straits.

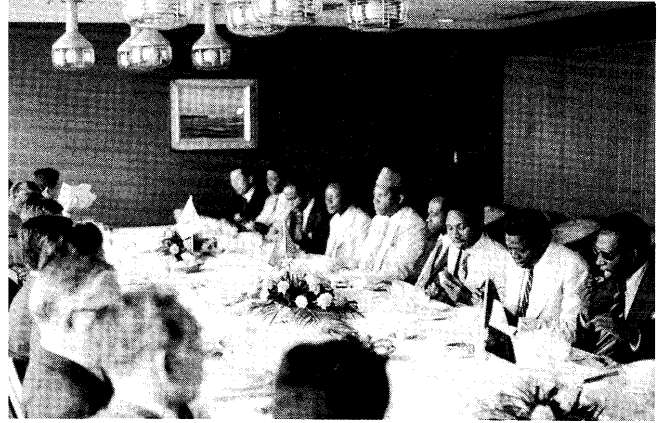
Working-group number five presided by M. HARLOW wrote a very complete report on the study and construction of artificial islands.

## Transportation Mission from Nigeria visited Japan

An eight-men Mission from Nigeria visited Japan on July 10, 1976, to discuss various issues relative to transportation with the governmental agencies and others. The Mission was led by Col. M. Magoro, Hon. Commissioner for Transport (Minister of Transport) and comprised experts from both rail and port. Representing the Nigerian Ports Authority, Mr. Alhaji B.M. Tukur, General Manager, and Mr. A.A. Fowora, Controller of Engineering, were in the Mission.

During their 6 days stay in Japan, they visited various places in Japan, including the Central Train Control Center of Shinkansen, Ports of Kobe and Tokyo, ship-yards and others.

On July 13, 1976, a luncheon reception was held under the hostship of Dr. Hajime Sato, Secretary-General in honor of the Mission's visit to Japan inviting IAPH members in Japan from various business fields in addition to the governmental agencies. Dr. Sato in his welcome speech introduced that the linkage between Nigeria and IAPH would be increased more and more as seen in the case of



Delegates at the luncheon reception

From L to R:

Mr. Masatoshi Kinouchi, Deputy Secretary-General, Mr. Omotosho, Mr. Odeigha, Mr. Usman, Mr. Nzegwu, Mr. P.L. Udoh, Col. M. Bagoro, Mr. Lawal and Mr. Tukur  
(Photo by courtesy of Nissho-Iwai)

Mr. Tukur's taking the chairmanship of the panel on the problems of port congestion at the 10th Conference, let alone the fact that the existing relationship between Nigeria and Japan had been growing ever more.

The Mission left Japan on July 14, 1976 for home via Peking, China.

Hereunder is the list of the members of the Mission, as well as the list of attendees at the reception.

### 1. Members of the Mission

Col. M. Magoro, Hon. Commissioner for Transport and Head of Delegation  
Mr. L.O. Lawal, Principal Secretary, Federal Ministry of Transport  
Mr. T.I.O. Nzegwu, General Manager, Nigerian Railway Corporation  
Mr. Alhaji B.M. Tukur, General Manager, Nigerian Ports Authority  
Mr. B.I.O. Anyaoku, Director Inland Waterways Department  
Mr. D.L. Odeigha, Senior Assistant Secretary, Federal Ministry of Transport and Official Recorder of the Delegation  
Mr. S.O. Omotosho, Project Director, Nigerian Railway Corporation  
Mr. A.A. Fowora, Controller of Engineering, Nigerian Ports Authority

### 2. List of Invitees from the Embassy

His Excellency Mr. P.L. Udoh, Ambassador Extraordinary and Plenipotentiary of the Republic of Nigeria  
Mr. Adamu Usman, Minister Counselor  
Mr. L.O. Akanle, Counselor (Economics)

### 3. List of IAPH Members from Japan

Mr. Kiichi Okubo, Director-General, Bureau of Ports and Harbours, Ministry Transport  
Mr. Taisuke Sameshima, Technical Counselor, Bureau of Ports and Harbours, Ministry of Transport  
Mr. Yoshio Takeuchi, Immediate Past Director-General, Bureau of Ports and Harbours, Ministry of Transport  
Mr. Tamotsu Okabe, Director-General, the Japan Port and Harbour Association

Mr. Tsukasa Matsumura, Executive Director, and  
Mr. Takeo Nagasawa, Director, Ship Division, Nissho-  
Iwai Co., Ltd.  
Mr. Hiromichi Yamashita, Executive Manager, Penta  
Ocean Construction Co., Ltd.  
Mr. Kengo Fujita, Managing Director, Liner Division,  
and  
Mr. Yoshiaki Morita, Deputy General Manager, Liner  
Department —(B), Mitsui O.S.K. Lines, Ltd.  
Mr. Kiyoshi Kumagai, Executive Managing Director, and  
Mr. Saburo Ohta, Assistant General Manager, Liner  
Department, Kawasaki Kisen Kaisha, Ltd. (K. Line)  
Mr. Susumu Ono, Vice-President, and  
Mr. Tsuyoshi Takashi, Assistant General Manager, Busi-  
ness Division —I, Nippon Yusen Kaisha (N.Y.K. Line)  
(rin)

## Mr. Guy Beudet retired from National Harbours Board, Canada

Mr. Guy Beudet, Vice-Chairman of National Harbours  
Board of Canada, recently informed the Head Office that  
he retired from the National Harbours Board, after thirty-  
five years of service, effective May 1, 1976.

He, at the time of 1971 when the 7th Conference was  
held in Montreal, was the Chairman of Organizing Com-  
mittee of the Conference.

According to his information, he has newly taken the  
assignment as the President of Guy Beudet & Associés Inc.  
(Consultant, Lavalin Group, for Port Development and  
administration) in Montreal at the following address:

1130 Sherbrooke Street West, Montreal, Que. H3A 2R5,  
Canada (Tel: (514) 288-1740, Telex: 01-26401).

He expressed in his letter that he is interested in working  
with the Association. So, it is hoped that he will join us in  
due course of time. (rin)

## Prof. Harold M. Mayer visited Japan

Professor Harold M. Mayer, Department of Geography  
of University of Wisconsin, Milwaukee and Associate  
Director, Center for Great Lakes Studies, a famous US  
geographer specializing in the fields of urbanization and  
transportation, visited Japan for his 6 week survey trip with  
his wife in the first part of July 1976.

With the helps extended by many of IAPH members and  
other governmental agencies in Japan, the Head Office  
prepared a four week cross Japan survey trip schedules,  
from the Hokkaido (the northern most island) and down to  
Nagasaki in the south.

As much as twelve ports were visited, in addition to  
various facilities of railways including the Central Train  
Control Center for Shinkansen, and various development  
sites of housing projects in various parts of Japan.

Our appreciation goes to those IAPH members and  
Hokkaido Development Agency, Japan National Railways  
and others who were involved in the survey visit for their  
kind and generous assistance.

Professor Mayer is a friend of Mr. Harry C. Brockel,  
formerly Municipal Port Director of Board of Harbor  
Commissioners, City of Milwaukee and is now charged with  
the improvement planning of ferry systems of the great  
lakes. (rin)

## Overseas Coastal Area Develop- ment Institute of Japan Inaugurated

The Overseas Coastal Area Development Institute of  
Japan which is to be known as OCDI, was established on  
July 7, 1976 with the authorization of the Minister of  
Transport.

The Institute is a non-profit making organization and its  
objects and purposes are to provide the developing coun-  
tries with Japan's leading engineering technology of coastal  
developments. In recognition that the coastal development  
has been the foundation of Japan's steady growth of the  
economy since the last decade, it was felt that the provision  
of an organization like OCDI could contribute the develop-  
ing countries for developing the economy by means of  
coastal exploitation, and further contribute to the improve-  
ments and promotion of international cooperation at large.

At the inaugural stage, the Institute has 14 staff  
members, 7 port engineers from the Bureau of Ports and  
Harbors, Ministry of Transport, which has played the most  
important role in the coastal developments in Japan since  
over many years, and another 7 composed of those from  
banks, consultant companies, and of economists, civil  
engineers, architects and city planners. These experienced  
staff are ready for giving consulting services to the  
developing countries in this field.

The Chairman of the Institute is Mr. Yoshihiro Inayama,  
Chairman of the Japan Iron Federation and Chairman of  
the Board, Nippon Steel Inc., while Mr. Yoshio Takeuchi,  
former Director-General, Bureau of Ports and Harbors,  
Ministry of Transport is the Institute's first Director-  
General. (TKD)

### UN/CESI :

## Tokyo Encounter — The First U.N.-Sponsored Information Event in Japan

May 27, 1976 (United Nations Centre for Economic and  
Social Information, OPI/CESI NOTE/368):—For the first  
time in Japan, an information event of an impressive scale  
will take place under the sponsorship of the United  
Nations. It is called the "Tokyo Encounter for Promoting  
International Co-operation and Development" to be con-  
vened by the Centre for Economic and Social Information,  
Office of Public Information (OPI/CESI) with the co-  
operation of OISCA-International, a Japanese non-  
governmental organization.

The meeting will be held on 24 and 25 July 1976 at the  
Imperial Hotel of Tokyo. Its purpose is to offer first-hand  
information about one of the most pressing issues of today,  
namely what the world is trying to do to improve  
international economic co-operation and promote develop-  
ment, and also some insight into the future prospects of  
these international efforts.

Four distinguished panelists will meet some 300 repre-  
sentatives of Japanese and other Asian non-governmental  
organizations, to offer their analyses of the following topics  
and engage in panel discussion:

1. Significance and Aftermath of the Fourth Conference

- on Trade and Development (UNCTAD IV);
2. The Role of Developed Countries in the Light of a Closer Co-operation between Developing Countries;
  3. Prospects of Development and Co-operation;
  4. South-North Dialogue.

UNCTAD IV, held during the month of May 1976 at Nairobi, Kenya, marked an important link in the chain of efforts for improving the economic life of the world and some of its conclusions are bound to affect the future of international relationship particularly that of the South-North dialogue. The Tokyo Encounter will study these effects, analyze current trends, and try to look into the future.

**Follow-up:**—At the two-day sessions on 24th and 25th July, IAPH was represented by Mr. M. Kinouchi, the Deputy Secretary General.

## Panelists at 10<sup>th</sup> Conference

As reported in the August issue, themes and chairmen of four panel discussion to be presented at the 10th Conference were suggested by the Executive Committee and were duly accepted by these gentlemen to take the part.

The Members of the Executive Committee and this Office were working on the tasks of obtaining confirmation of acceptance from the suggested members of the panelists other than the chairmen.

The followings are the situation of the chairmen and members of the panel discussions who had kindly gave their confirmation to this office.

### Panel No. 1: The Problems of Port Congestion

- Chairman: Mr. Alhaji Bamanga M. Tukur, General Manager, Nigerian Ports Authority
- Members: Mr. E. Williamson, Chief of UNCTAD's Ports Section
- Mr. R.T. Lorimer, General Manager Auckland Harbour Board, New Zealand
- \*Mr. H. Paelinck, Head of Ports Department Office National des Transports (ONATRA), Zaire
- \*Mr. Parviz Saffari, Managing Director Ports & Shipping Organization of Iran

### Panel No. 2: Port of the Future

(New Technology, Facilities and Problems)

- Chairman: Dr. F.A.F. Scheurleer, Managing Director Rotterdam Municipal Port Management
- Members: Mr. Hugo Ekwall, The Swedish Ship Research Foundation
- Mr. Tsuneo Nakamura, The Shipbuilders' Association of Japan
- Mr. Richard Barclay, Director of Operations The Australian National Line
- Mr. Charles I. Tiltzheimer President, Sea-Land Service, Inc.

### Panel No. 3: Port Contribution to International Trade and Development

- Chairman: Mr. Robert Boeuf, Ingenieur General des Ponts et Chaussees, France
- Members: Mr. J.K. Stuart, Managing Director British Transport Docks Board
- Mr. Weldon Gibson, Vice-President Stanford Research Institute
- Mr. Kiyoshi Kato, General Manager Export Traffic Division, Mitsui & Co., Ltd.
- \*Ing. Hector J. Orea, Gerente General de

Operaciones Instituto Nacional de Puertos, Venezuela

### Panel No. 4: The Environmental Problems of Ports

- Chairman: Mr. Thomas J. Thorley, General Manager Port of Long Beach, U.S.A.
- Members: Mr. John Wallace, President The Maritime Services Board of N.S.W.
- Mr. Robert Hennessy, Port Engineer Hamilton Harbour Commissioners
- Mr. Taisuke Sameshima, Technical Counselor Bureau of Ports & Harbours, Ministry of Transport, Japan
- \*Rear Admiral Anthony F. Fugaro Chief, Officer of Marine Environment and Systems, Washington, D.C. U.S.A.

(Further confirmations are necessary for gentlemen with \* marks.) (rin)

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Director, Department of Harbours and Marine  
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Alternate Director — Mr. J.M. Wallace  
President, Maritime Services Board of N.S.W.  
Box 32, G.P.O., Sydney, N.S.W.

#### Japan:

Director: Mr. Kiyoshi Fujiwara  
(formerly: Mr. Takeo Hori)  
President, Hanshin (Osaka Bay) Port Development Authority  
Kobe C.I.T. Bldg.,  
2-1, 5-chome, Hamabe-Dori  
Fukiai-ku, Kobe 651

Alternate Director — Mr. Yukio Torii  
(formerly: Mr. Masaharu Ikeda)  
Director General  
Port and Harbor Bureau  
City of Kobe  
Kobe City Hall, Kano-cho,  
Ikuta-ku, Kobe 650

#### U.K.

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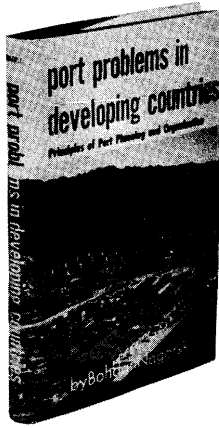
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—*Assistant Secretary General, ICHCA*

## ANNOUNCING !!

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

- |           |  |
|-----------|--|
| New York: | Marine Terminals<br>The Port Authority of New York and New Jersey<br>One World Trade Center<br>New York, N.Y. 10048, U.S.A.<br>Phone: (212) 466-7000 |
| Houston:  | Office of the Executive Director<br>Port of Houston<br>P.O. Box 2562, Houston<br>Texas 77001, U.S.A.<br>Phone: (713) 225-0671                        |
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| Le Havre: | Office of the General Manager<br>Port Autonome du Havre<br>Terre-plein de la Barre, 76600 Le Havre<br>France<br>Phone: (35) 42.51.01, (35) 42.51.40  |



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# Orbiter Probe

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## UNCTAD :

### Malaysia and Singapore to be the hosts for the fifth UNCTAD/SIDA training course in port management

Geneva, Switzerland, 21 June (UNCTAD Press Release, received via Port of Singapore Authority):—The fifth in a series of international training courses in port management, financed by a grant from the Swedish International Development Authority (SIDA) is being organized by the United Nations Conference on Trade and Development (UNCTAD) as a project to assist developing countries.

Previous courses have been conducted in Gothenburg, Sweden, and in East Africa (Arusha and Mombasa). On this occasion, the Governments of Malaysia and Singapore will act as hosts and the course will be held in Kuala Lumpur, Malaysia, and Singapore, from 19 July–17 September 1976.

Twenty-seven participants holding senior management positions in the port industry of eighteen countries and territories in the Asian region have been invited to attend. They will come from Bangladesh, Burma, Fiji, Hong Kong, India, Indonesia, Iran, Malaysia, Oman, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, Tonga and Western Samoa.

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

Participants will also obtain practical experience through visits to the ports of Kelang, Penang and Singapore and stevedoring and shipping companies, transport undertakings and organizations associated with port activities. They will observe operations and working practices and discuss with the management subjects of mutual interest.

Eric Williamson, Chief of the Ports Section of the UNCTAD secretariat, is Director of the training course. Brian J. Thomas, Lecturer, Department of Maritime Studies, University of Wales Institute of Science and Technology, will be the course tutor.

### ICHCA 13th Conference, Melbourne, April 16-21, 1977

London, 6th July (Jhr. H.L. van Suchtelen, Secretary General, ICHCA=International Cargo Handling Co-Ordination Association):—At the VIth National Technical Conference of the ICHCA Spanish National Committee

which was held on 24/26th May, 1976, in Tarragona, Spain, the Chairman of the International Council/Executive Board of ICHCA (International Cargo Handling Co-ordination Association), Mr. Ray P. Holubowicz, M. Sc. (Econ), disclosed for the first time the Association's plans for the contents of its XIIIth Biennial Conference. After many years this Conference will be held outside Europe, namely in Melbourne, Australia, in April 1977.

Mr. Holubowicz, in his paper entitled: "ICHCA's ROLE IN ADVANCING TRANSPORT TECHNOLOGY", after devoting some time to ICHCA's philosophy in general and its role in the technological advancement through co-ordination in particular, unfolded before an international audience what ICHCA's Australian Conference seeks to explore:

- 1) Cargo handling problems, and solutions to those problems, in trades where the trading partners represent radically different basic economies.
- 2) The application of efficient and productive cargo handling systems adapted to conditions and circumstances in countries with developing economies.
- 3) The impact of economic policies adopted by raw material-producing countries on cargo handling and methods of transport, e.g. the desire to increase the value of basic raw materials by further processing before their exportation.

In the second part of his paper, Mr. Holubowicz briefly described the contents of the various papers to be presented.

### Cargo Security in Transport Systems

A 2-part report by the  
Technical Advisory Sub-Committee of ICHCA

Part I Pilferage and Cargo Security

Part II Major Theft and Cargo Security

Part I surveys the problem of pilferage in terminal areas as highlighted by an accumulation of experience from many countries in both developed and developing areas. It describes factors contribution to pilferage and suggests practical methods to control those factors and provides a summary of general recommendation.

Part II emphasises the indirect costs of theft, in addition to the value of the goods stolen, and lists the factors which contribute to theft. Consideration is given to Administrative and Procedural factors as well as to physical and documentary aspects. A summary of general recommendations is given and three Annexes cover warehouse standards, lighting and personnel identification systems.

Both parts of the report contain a comprehensive bibliography.

Price to non-members of ICHCA:

Part I £6.00 }  
Part II £6.00 } Purchased together—£10.00  
Price to ICHCA members:  
50% of stated price

Obtainable from: ICHCA Central Office,  
Abford House,  
15 Wilton Road,  
LONDON SW1V 1LX.

## “Portos e Navios” March '76

Rio de Janeiro, Brazil (Selected titles from the March issue of “Portos e Navios”):—

### Ports and Waterways

- Companhia Docas da Guanabara improves production by improving technical capacity of its personnel.
- Salt handling by Termisa, Rio Grande do Norte State, has been normalized, according to Eng. Arno Oscar Markus, Portobras' President.
- Container handling at the Port of Rio shows increase.
- Port of Recife receives new fork-lift trucks.
- Dredging of the Suez Canal in its first phase for 16 meters.
- The free port of Paranaguá shall only be used by Paraguai with return cargo.
- Ports for exportation of soja and corn are being prepared.
- Miramar in Belém do Pará has new pier.
- Agreement for the construction of specialized port.
- In January 1976 the Port of Rio exported more and imported less.

### Other Articles

- Plan to transform the Rio Doce in a navigable river.
- Breakwater protects Port of Recife.

## Lessons of a rough winter

Montréal, Quebec, Canada, Spring 1976 (Port of Montreal Bulletin):—The first issue of this newsletter featured an article on winter navigation to Montreal. The issue was scarcely off the press when the elements conspired to cast some doubts on our confident assertions.

During the past winter the weather in this region was the worst that has been experienced in many years. There were unusually long periods of extremely low temperatures which caused a very heavy ice formation in the St. Lawrence River. Heavy snowfalls driven by high winds reduced visibility on the river. This made operation of the icebreakers difficult at times and impossible at other times. Strong north winds, working against the river current, prevented the movement of ice downstream after the icebreakers broke it up. This was particularly true of the channel through Lake St. Peter where the current is sluggish. Ice jams developed and their demolition by the icebreakers was time consuming.

The inevitable consequence of all this was that some ships were delayed in reaching Montreal. Others were held up in port when they were ready to sail.

There are two points which I wish to make with regard to the problems of the past winter. First, the superiority of

heavily reinforced ships with plenty of power, and the value of extensive experience in winter navigation, were amply demonstrated. There were many examples which might be cited to illustrate this point, but I shall mention only a few. Manchester Liners, which has operated a weekly, year around container service to Montreal for seven years, maintained their schedule with only minimal delays. The container ships of the Cast North America Ltd and Care Line arrived and departed with limited disruption of their schedules. Ships flying the flag of the U.S.S.R., sailed into Montreal under the most unfavorable navigating conditions.

Second, adversity is an excellent teacher. We have learned lessons from this first severe winter navigation season which will be of immeasurable value in future years. The experience of the past winter has not deterred or discourage us in any way. Rather, it has increased our confidence in the continued success of winter navigation regardless of the weather conditions.

N. BESHWATY  
Port Manager

## Seminar studies port problems

Nanaimo, British Columbia, Canada, July 1976 (Nanaimo Harbour News):—Nanaimo Port Manager, John Dunham, recently attended a six-day Port Executive Development Seminar, organized by the American Association of Port Authorities and held in New Orleans.

Nearly 50 port executives attended and in addition to the U.S. and Canada they came from such countries as Surinam, Indonesia, Ecuador, Algeria, El Salvador and the Bahamas.

“It was an extremely interesting and worth-while seminar,” said Mr. Dunham. “It was based on the ‘case method’ of study which meant that the various teams were dealing with day-to-day problems that had actually occurred in different ports.

“The case histories ranged from leasing, maintenance and tariff increases to the use of port consultants and a roundtable discussion on current port problems.

“As the introduction to the course stated, the cases provided the opportunity to apply the concepts of decision-making to the problems of port management.”

Mr. Dunham commented that in one case study the chief engineer of a port had been asked, following a report by consultants, to develop an understandable method to determine the capacity of the harbour. “This really illustrated the need for clear communications,” he said.

## Forest Products Terminal in '76

Saint John, New Brunswick, Canada, May-June 1976 (“Saint John Port News”, published jointly by The Saint John Development Commission and The National Harbours Board Saint John Office):—Tenders have been received for construction of a forest products terminal at Pier One in the Port of Saint John. The terminal is expected to be completed by the end of the year.

Announcement of the tender call was made by Saint John-Lancaster MP Mike Landers on behalf of federal Transport Minister Otto Lang.

Mr. Landers said the National Harbours Board which

operates the port has been working in close co-operation with the forest products industry regarding the design of the shed. "Forest products are currently handled at various harbor facilities and the provision of a specialized terminal will ensure the efficient and effective handling of this type of cargo," he said.

"The anticipated total cost of the facility which will involve other work, will be in excess of \$4-million and will be funded by the federal government," Mr. Landers said. "It is expected that the terminal will be fully operational by the end of 1976."

Mr. Landers said the announcement is the culmination of the major redevelopment on the west side of the harbour undertaken with the joint co-operation of the federal and provincial governments.

The building for which tenders have been received will be identified as "Shed B," and will be constructed on the eastern most side of the pier.

Speculation among local port officials has been running high for weeks that the forest products shed would be built this summer and completed by the end of the year.

The terminal will consolidate the handling of a major portion of export forest product at one port location. This newsprint, wood pulp, liner-board and corrugated medium originates from mills in the provinces of New Brunswick and Quebec and the State of Maine.

The location chosen for the terminal is Pier One, the port's former container terminal. In 1975, the container operation was moved to the big Rodney Container Terminal, leaving Pier One open for new development. The pier is 1280 feet long, with a depth at low water of 34 feet. The water depth could easily be increased to 36 feet. The total area of back space is 20 acres.

The new shed will be 484 by 320 feet, with a square footage area of 155,000. The apron (distance from the shed side to the pier face) will be 80 feet, providing ample space for the loading operation. The minimum clear space inside the building under the trusses will be twenty-five feet. A distance of 80 by 66 feet will be the minimum clear turning space without meeting uprights. Nineteen large doors (19 x 20 x 26 x 20) will be provided for truck cargo handling.

Six acres of outside space will be paved on the pier which is served by CP rail. The rail cargo delivery will be accomplished under 484 feet of continuous canopied rail dock.

## New IAGLP President

Toronto, Ontario, Canada, June 30 (International Association of Great Lakes Ports):—Sherwood L. Hamilton, Executive Director of the Port of Oswego Authority, is the new President of the International Association of Great Lakes Ports.

Mr. Hamilton, elected during the Association's 16th annual meeting, held recently in Toronto, Canada, succeeds Harold F. Millen, a member of the Board of the Oshawa Harbour Commission.

The Great Lakes association, formed in 1960, represents 16 United States and five Canadian ports and consists of two sections, one for each country.

Members of the U.S. Board of Directors are: Robert W. Barclay, Green Bay, Wis.; Matthew Carroll, Buffalo, N.Y.;

John A. Seefeldt, Milwaukee, Wis.; Verner J. Soballe, Chicago, Ill.; Richard H. Van Derzee, Ogdensburg, N.Y.; and Mr. Hamilton as Chairman.

The Canadian Board of Directors consists of Chairman Walter J. Clemens, Lakehead Harbour Commission (Thunder Bay); Jack Edwards, Windsor Harbour Commission; and Harold Millen, Past President.

Kenneth L. Closs, Traffic Chief at the Port of Toronto, was appointed Secretary-Treasurer, taking over the position held for the past five years by Ian C.R. Brown, Assistant General Manager of the Toronto Harbour Commission.

## Great Lakes — Selling The Total System

Toronto, Ontario, Canada, July 6 (International Association of Great Lakes Ports):—Great Lakes ports must get together and do more joint marketing and promotion, according to Sherwood Hamilton, new president of the International Association of Great Lakes Ports.

Mr. Hamilton, port director for the Port of Oswego Authority, believes that when routing their ships and cargo, shipping lines, shippers and freight forwarders generally consider the Great Lakes as one entity, rather than individual ports.

"I think the ports realize that you have a total system to sell," he says. "It's the total system that's important."

Mr. Hamilton points out that once a line decides to carry on trade in the Great Lakes, it is then up to the individual ports in the various areas to provide the service, facilities and cargo leads to make this trade economically attractive.

Part of the move to more concerted action by the 16 U.S. and five Canadian port members will be to establish a pattern for IAGLP trade missions abroad at periods of perhaps three years.

Some of the bigger ports which may be sending their own sales missions, will be asked to add these to the larger group to increase impact, Mr. Hamilton says.

The first such mission probably will be to Europe, the source or destination of the largest block of Great Lakes cargoes. In deciding on future areas to visit, association members will look for cargo regions that appear promising or under-cultivated.

The association will also be expanding its advertising and promotional efforts. "After all," says Mr. Hamilton, "we have an efficient system to sell to the shipping fraternity."

Under his direction, Mr. Hamilton says the association will work more closely with other Great Lakes organizations such as the Great Lakes Commission, the International Joint Commission, the Great Lakes Task Force and the Terminal Operators Association.

"We hope to develop a proposal for a national policy to maximize the use of the marine made in order to save energy and minimize environmental impact," he says. "When the proposal is completed, we intend to present it to both Ottawa and Washington."

Mr. Hamilton says that the feeder concept, the potential of barge traffic and the roll-on, roll-off method of shipping will also be studied more closely so that greater use can be made of the 2,300-mile marine highway that is the St. Lawrence Seaway.

Since some members of the association represent mainly

bulk ports, Mr. Hamilton feels that closer liaison should be encouraged with U.S. and Canadian domestic ship operators who deal mainly in bulk cargoes.

## VANTERM opening

Vancouver, British Columbia, Canada, May 1976  
(Vancouver Port News):—

### • Transportation Week

Official opening of National Transportation Week, May 30 to June 5, will be observed in a special program at the new Vanterm Terminal at the Port of Vancouver on Sunday, May 30.

With the co-operation of the National Harbours Board and Empire Stevedoring, contractors to the N.H.B. on Vanterm, the public will be invited to participate in what is planned as an informative and interesting afternoon.

The program, now being completed, is expected to involve an antique car parade ending at the terminal, demonstrations by the Coast Guard and the naval constituent of the armed forces, a show by harbour fireboats and other events.

On show will be the straddle carriers and cargo cranes, containers, airline freight equipment and containers, a variety of railway cars designed to service the port and other attractions.

The program will open at 12 noon and conclude about 5 p.m.

### • Gifts exchanged

To mark the occasion of the official opening of the Port's new Vanterm facility, representatives of the Japan Six Lines were entertained at luncheon by the Vancouver Port authorities at the Bayshore Inn recently.

The occasion was marked by an exchange of unusual gifts. Port manager F.J.N. Spoke was presented with a Japanese doll dressed in traditional garb. Two members of the visiting party accepted framed prints of the port from drawings made about the turn of the century.

H. Sazutani, chairman of the Japan Six Lines terminal committee was spokesman for the visiting party. He and Capt. H. Sumi of the freighter Alaska Maru, then visiting the port, were recipients of the pictures.

## Vancouver topics

Vancouver, British Columbia, Canada, May 1976  
(Vancouver Port News):—

### • Briefs

#### Canada's Busiest Port

The Port of Vancouver retained its title as Canada's busiest in 1975 with a total cargo movement of 38,457,000 tons, down 8.2 per cent from the previous year.

The eight per cent decline reflected unsettled global economic conditions and prolonged strikes in B.C. in the forest industry and by grain handlers, grain inspectors and longshoremen. Also reflected was a sharp decline in oil exports to Eastern Canada which reached an unusually high peak in the energy crisis year of 1974. Despite a 52-day

work stoppage early in 1975 grain exports increased 11.6 per cent to 5,963,000 tons.

### Vancouver Retained

Vancouver is one of five Canadian maritime centres that will be retained as ports of registry under an amendment to the Canadian Maritime Code (Bill C-61), to which the ministry of transport has acceded. The original legislation would have centralized registration in a single office in the Ottawa-Hull area. The decision to retain five followed strong representations from various regions of the country.

### Many Cruise Ships

Schedules indicate 142 visits to the Port of Vancouver by summer holiday cruise ships during 1976. Bookings indicate that the Pier B-C passenger terminal will be operating at capacity through most of the period with a particularly busy period in the first seven days of July when there will be 10 arrivals. Cruise visits begin in mid-May and conclude about the end of September.

### • Port Landlord One of Busiest in Region

The trials and tribulations of landlords get low-key treatment but they are real and continuing, as Larry Marks can testify.

Larry is one of the busier landlords in British Columbia. In his role as real estate manager for the Port of Vancouver he administers and maintains upwards of 400 real estate leases on the National Harbours Board property controlled by the port.

The office is more than an administrative facility. It is a revenue-producing arm of a port where the aim is to make the operation self-sustaining with no need for subsidization. Larry Marks and the eight people who work with him contribute substantially to that desirable end.

Waterfront activities come naturally to New Westminster-born Marks who has been 28 years on the waterfront in various capacities, including stevedoring for more than a decade.

His responsibilities cover properties of many sizes, from residential waterfront leases on the north arm of Burrard Inlet through light and heavy industry, warehousing, office space, wheat pool facilities, the Roberts Bank establishment and similar terminals.

Marks' department has its own budget. It has full maintenance and repair responsibilities for the real estate and the buildings that are involved on many of the leases.

As a businessman landlord he has to take a proper business-like approach.

"We are fully competitive in the community when we seek new tenants," he explained. "We lease to private individuals, industrial firms, municipalities, the province and even the federal government."

Most of the tenants are in activities that are fully, or partly, port oriented and the degree of waterfront utilization that is to be expected has some bearing in the choice of tenants when several are seeking the same lease.

Marks is particularly pleased with the opportunity that he and his associates are given to participate in planning new waterfront development and activities.

His interest is more than peripheral. Land reclamation falls within his purview and applications for reclamation go

(Continued on page 46 bottom)

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## Houston Conference Topics

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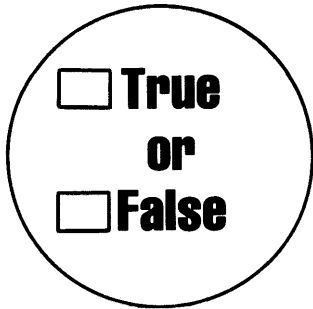
### Ladies Program Discussed

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The Tenth Biennial Conference of the International Association of Ports and Harbors, to be held in Houston on April 24-30, 1977, may be nine months in the future, but the Port of Houston already is well underway in planning for the event. Recently a group of wives of Houston Port Commissioners and Staff Executives met in the Port of Houston offices to discuss the Ladies Program scheduled for wives of the many international visitors expected to attend the conference. The special program for women will include a tour of the Port of Houston, sightseeing and shopping, a fashion show, tours of the famous Houston Astrodome and NASA Manned Spacecraft Center, and many other enjoyable pastimes. Shown seated above, left to right, are Mrs. W.D. Haden II, wife of the Port Commissioner; Mrs. Fentress Bracewell, wife of the Chairman of the Port Commission; and Mrs. George W. Altvater, wife of the Port Executive Director. Standing, left to right, are Mrs. Paul Drozak, wife of the Port Commissioner; Mrs. Ivonne Brieger, Port Executive Secretary; Mrs. John H. Garrett, wife of the Port Commissioner; Mrs. C.E. Bullock, wife of the Port General Manager-Operations; Mrs. R.P. Leach, wife of the Port General Manager-Administration; and Mrs. Michael Scorcio, wife of the Executive Secretary to the Port Commission.

# All Ports Are Alike



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.**

(Continued from page 44)

to his department.

"It has to be carefully controlled," he points out. "There are some enthusiasts whose activities might 'pave over the harbour' unless they are kept in check."

In common with many longer-term employees of the port Marks is delighted with the carefully-planned and controlled expansion that is taking place, most of it within the last seven or eight years.

"The addition of Centennial Pier (in 1967) was the turning point," he contends. "At that time it seemed immense. It added a new dimension to the port and brought in the expansion era of today with all the excitement and opportunity it brings."

### \$5.5 Million Contract Signed for New Dredge

Balboa Heights, Canal Zone, Panama, May 7 ("The Panama Canal Spillway):—A \$5,500,000 contract, the largest ever to be signed by the Canal's Supply and Community Service Bureau, was awarded recently to the Hakodate Dock Co. Ltd. of Japan, for the construction of a dipper dredge to replace the 61-year-old *Paraiso*.

Hakodate was the low responsive bidder among three Japanese firms, one U.S. firm and a Scottish-Dutch con-

sortium considered to be acceptable from the 11 firms which responded to requests for proposals sent out the past August to more than 100 potential bidders around the world.

In accordance with the contract, Hakodate is to build the 15-cubic yard non-self propelled diesel electric power dipper dredge and deliver it to Canal Zone waters in 16 months following the signing of the contract.

The basic design will center on a self contained shovel machine mounted on a barge hull with main and auxiliary power supplied. The new dredge will be about 150 feet long and between 60 and 73 feet in width with a 16-foot draft and a lifting capacity of 250,000 pounds. It will be capable of excavating 60 feet below the water surface.

The new dredge will serve as the Canal's primary dipper dredge, replacing the obsolete 13-cubic yard *Paraiso*, which has played an important part in all major dredging activities since the early days of the Canal through the widening of Gaillard Cut. In the 1950's, the *Paraiso* was loaned to the Corps of Engineers for use in the construction of the St. Lawrence Seaway. It has been out of service for the past 3 years.

The *Cascadas*, which is still in the Canal's active fleet, will become the standby dredge.



Long Beach, Calif., 62476 (Port of Long Beach News):—Introduction of the MV Oriental Financier into the Pacific trade by Orient Overseas Container Lines found shipping magnate C.Y. Tung on hand at a reception held aboard the Queen Mary in the Port of Long Beach to personally present the new vessel to shippers. Pictured at Port presentation ceremonies are, from left, Harbor Commission president H.E. Ridings, Jr. and C.Y. Tung, Board Chairman of the C.Y. Tung Group, which is building three more vessels of similar speed and capacity. The Oriental Financier carries 825 40-foot containers at a speed of 23.5 knots.

## Italian Line from Boston

Boston, Mass., July 2 (News from Massport):—The Italian Line will inaugurate a direct cargo service this month between Massport's Mystic Container Terminal at the Port of Boston and ports in Spain, France and Italy, with extensive transshipment possibilities to North Africa and the Middle East.

Captain Nicola Arena, Italian Line representative, said that the service would commence on July 5 with the Boston arrival of the SS Italica and that the service would be maintained on a biweekly basis, with the next call on July 20 by the SS Americana.

The Italian Line becomes the fourth steamship line to enter into service at Massport's Boston-Mystic Container Terminal this year, according to Port Director Thomas F. Moakley.

The SS Americana and the SS Italica are the largest and fastest container vessels in the Mediterranean trade. They carry both 40 and 20 foot dry containers, reefer containers, roll-on/roll-off cargo, lift-on/lift-off cargo in addition to deep-tank space for liquid cargo. These versatile vessels will provide the Port of Boston with the fastest direct water service from and to the Mediterranean, North Africa and the Middle East.

The vessels will offer less-than-container-load service (LCL) with stuffing and stripping of containers performed at the Boston-Mystic Container Terminal.



Long Beach, Calif., 62376 (Port of Long Beach News):—Supplies for the American Bicentennial Everest Expedition to be launched in Nepal this summer were loaded into two 40-foot Maersk Line containers in the Port of Long Beach recently under the watchful eye of shipping officials and climbing team members. Pictured at the Maersk Container Terminal are, from left, Dick Croft, export manager for Cal-Asia International freight forwarders, Harold E. Scully, general manager of the Maersk Line Agency, and climber Dam Emmett of Beverly Hills. The expedition hopes to plant the American flag atop Everest sometime in September.

Italian Line is represented in North America by its general agent, Seatrain Agencies, Inc., with offices in most major cities. James Connolly, president of Seatrain Agencies, said the addition of a Boston call again demonstrates the commitment of Italian Line to the Northeast U.S. area which it served for years with its passenger vessels.

## Port Everglades News

Port Everglades, Hollywood-Fort Lauderdale, June 22:—

- A public hearing on the Port Everglades Authority application for establishment of a foreign trade zone will be held July 28 in the Commission room, Port Administration Building.

Port Chairman Fred J. Stevens who filed the formal application in Washington, D.C. last Thursday (June 10) said the hearing will be conducted by the Foreign Trade Zones board of the U.S. Department of Commerce. Potential users of the foreign trade zone including responders to a survey questionnaire circulated by the Authority last January will be invited to the hearing, Stevens said.

Port Director Paul D. deMariano indicated that a visual presentation will be made, showing location of the foreign trade zone and initial development plans. The Port Authority proposes to set aside 30 acres on McIntosh Road, south of and adjacent to present port facilities, for the zone and to construct an 110,000 square foot building plus other facilities specified in the requirements.

The Port Authority was advised by the Foreign Trade Zones board that applications normally take from four to six months to process. A decision on the Port's application could therefore be received as early as October or as late as





Long Beach, Calif., 63076 (Port of Long Beach News):—**WORLD TRADE WEEK HONOREE:** Thomas J. Thorley, center, general manager of the Port of Long Beach, is shown being awarded the Stanley T. Olafson Bronze Plaque for World Trade at the recent Foreign Trade Association luncheon, while Secretary of the Treasury William E. Simon, who was the main speaker at the World Trade Week event, looks on. At left, Albert C. Martin, Los Angeles Area Chamber of Commerce president, awarding the plaque.



Long Beach, Calif., 71276 (Port of Long Beach News):—**Special recognition** was given to Thomas J. Thorley for being selected "Man of the Year" by the City of Hope. Commissioner H.E. "Bud" Ridings, Jr., on the right, presented an illuminated resolution to Mr. Thorley wherein the Commission commended him for receiving "The Spirit of Life Award" and also for his 30 years of service to the Port of Long Beach.

the end of the year, Stevens pointed out.

The Port Everglades application was the first to be filed with the Foreign Trade Zones board from Florida.

- Port Everglades Authority Director Paul D. deMariano was elected chairman of Committee III, Ship Channels and Harbors, of the American Association of Port Authorities (AAPA).

deMariano has served as a member of the Committee since 1974. He also is on Committee V, Port Operations. As Chairman-Elect he will succeed Alfred Hammon, of the Port Authority of New York & New Jersey, at the committee meeting scheduled at the annual AAPA convention in Philadelphia in October.

deMariano joined the Port Everglades Authority in April, 1973, was named acting port director in the same year and port director in January, 1974.

## Mercedes-Benz thanks Port of Jacksonville

Jacksonville, Florida, Friday, July 2 (Mercedes-Benz of North America, Inc., Jacksonville):—Mercedes-Benz of North America, Inc., gave members of the Jacksonville Port Authority Governing Board a preview tour of the firm's new facilities on Western Way Tuesday following the Board's regular monthly meeting at 9:00 a.m.

R.A. Kraft, General Manager of Mercedes-Benz, Jacksonville Zone Office, said the walk-through and luncheon reception was planned as a gesture of appreciation to the JPA for having acted as sponsor for a \$4 million industrial revenue bond of which \$3.3 million was issued in 1974

making this project possible.

"This is our way of thanking the Port Authority", said Kraft, "for making it possible for Mercedes-Benz to proceed with our new Commercial Vehicle operation here in the Southeast, and passenger car expansion project at a time when the international monetary situation as well as the general business recession threatened to force a postponement until perhaps the 1980's."

"For many years, Mercedes-Benz has enjoyed the finest relationship with the Port of Jacksonville", Kraft added. "We have confidence in Jacksonville, and while we would have expanded our facilities eventually here, we were able to proceed without delay on the strength of the bond issue".

Kraft said until the new facility was completed, Mercedes-Benz Jacksonville operation consisted of handling only passenger cars at its plant on Phillips Highway, with Zone Offices on Haines Street.

In addition to opening a completely new Southeastern complex here for Commercial Vehicles, Mercedes-Benz has expanded its passenger car Zone Offices and Vehicle Preparation facilities, as well as a new Technical Training Center for training both passenger car and Commercial Vehicle dealer personnel. Furthermore, a new 24,000 square foot Commercial Vehicle Parts Depot has been included, and is the first Mercedes-Benz field warehouse exclusively for Commercial Vehicle parts in the United States. Passenger car parts will continue to be distributed through the Mercedes-Benz facility on Haines Street.

Kraft said the project here was built and equipped almost entirely by local labor and suppliers. Preston H.



Los Angeles, Calif., 071276 (Port of Los Angeles):—A combination of land and sea cranes is required to position a 37-ton boom on a new 40-ton capacity container crane at the Port of Los Angeles. The 186-foot high giant, weighing 670 tons, is expected to be operational at Berth 234 by October, 1976 and, along with one more crane on order, will bring to ten the total number of such cranes in Los Angeles Harbor. Owned and maintained by the Los Angeles Harbor Department, as are two other lifts, the \$2.5 million Paceco crane will be used primarily by one of the Port's newest tenants, Evergreen Lines.

Haskell Company was the builder. When the facility is in full operation later this summer, Mercedes-Benz will employ approximately 105 people in Jacksonville with a total annual payroll of approximately 1.25 million dollars. The estimated dollar value of vehicles and spare parts that will be imported through the Port of Jacksonville in 1976 is close to 75 million dollars, and Kraft stated, "With our new Commercial Vehicle venture, this figure is certain to rise substantially in coming years."

## Trade development managers

New York, N.Y., July, 1976 (News from The Port Authority of New York & New Jersey):—The Port Commerce Program of The Port Authority of New York and New Jersey has been strengthened as a result of three staff appointments in the agency's Trade Development Division.

Thomas E. Conroy has been appointed Manager of Marketing Services, assisting General Manager of Trade Development James J. O'Brien in coordinating the agency's marketing plan of assistance to shippers who use the bi-state port. This plan calls for emphasis on providing



Los Angeles, Calif., (Port of Los Angeles):—One of the highlights of the recent Southland visit by the Nippon Maru on its 350-member Japanese Youth Goodwill Cruise was this presentation of a richly decorated cake and specially-inscribed Port of Los Angeles commemorative plaques by Los Angeles Harbor Commissioner George Izumi, right, to Capt. Michiyoshi Yuba. Miss Nisei, Dulci Ogi, was on hand to lend traditional color and beauty to the official greeting of the Cruise.

information to the staffs of the Authority's seven Regional Trade Development Offices in the United States and overseas. Mr. Conroy, who has been Assistant Manager of the Eastern United States Regional Trade Development Office, joined the Port Authority in 1968 after having held increasingly responsible positions with American Export Lines in Europe.

Robert A. Gaffney has been appointed Assistant Manager of the Eastern Office to succeed Mr. Conroy. Mr. Gaffney has served previously as a Trade Development Agent in the Eastern Office, assisting port users and potential shippers in New Jersey, New York, New England, the Province of Quebec and the Maritime Provinces of Canada. Mr. Gaffney also joined the Port Authority during 1968 after completing several years at sea as an officer aboard vessels of Texaco, Inc. and Grace Line.

Anthony Ilardi has been appointed Foreign Commerce Representative in the Eastern Office. He will supervise the office's new "Dial-A-Port" telephone service providing shippers throughout the United States with toll-free information services on utilization of the Port of New York-New Jersey. Mr. Ilardi, who has been associated with the Port Authority since 1968, had served previously as a Trade Development Agent in the Eastern Office located in One World Trade Center. Earlier he had been a traffic manager with industrial and construction companies and a traffic representative with Alcoa Steamship Company.



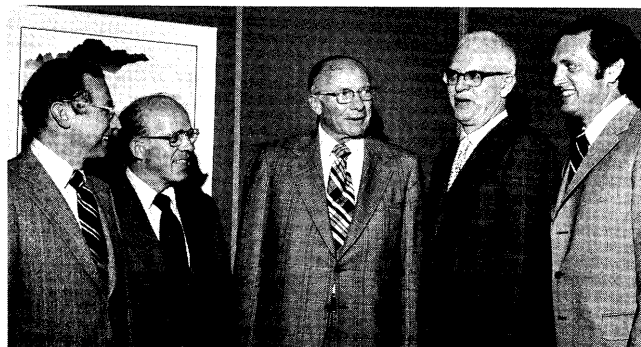
Oakland, Calif., June 9 (Port of Oakland):—OAKLAND HANDLES CARGO HANDLER CARGO—Port of Oakland longshoremen wrestled with that tongue twister recently while dealing a lot more easily with a 194-ton Paceco Transtainer, lifted aboard in massive pieces for delivery to the Port of Singapore Authority via the MS Margarethe Maersk. Sections of the 27,774-cubic-foot wheeled container carrier—itsself capable of 30-ton lifts—were stowed as deck cargo among the ranks of boxes outbound on Maersk Line's weekly Far East full-container service from the Port of Oakland.

## New Oakland Port Officers

Oakland, Calif., July 7 (Port of Oakland):—William Walters, Oakland attorney and eight-year member of the Oakland Board of Port Commissioners, was elected today to a one-year term as president of the independent city agency that oversees operations of the largest containerport in the Pacific, as well as 19 miles of waterfront business properties and Oakland International Airport.

Y. Charles Soda, an Oakland general contractor first appointed to the Oakland Port Board in 1969, was elected first vice president and H. Boyd Gainor, business executive who also was appointed to the seven-member, volunteer commission in 1969, was chosen second vice president for the 1976–77 term.

Walters attended high school in Oakland and received both his undergraduate and law degrees from the University of San Francisco. He served in the United States Navy from 1944 to 1946. He is a partner in the law firm of White, Giamboni and Walters, a past president of the Oakland Junior Chamber of Commerce and a former chairman and six-year member of the Oakland Industrial Development Commission. Walters, whose current four-year term on the Oakland Board of Port Commissioners will expire next



San Francisco, Calif., 7/9/76 (Marine Exchange of the San Francisco Bay Region):—New maritime policymakers were congratulated upon election to the board of directors of the Marine Exchange of the San Francisco Bay Region by Arthur J. Haskell, Jr. (left), senior vice president of Matson Navigation Company. Pictured are William F. Bosque, partner, J.E. Lowden & Co.; Harlan B. Copsey, vice president, Crescent Wharf and Warehouse Co.; Thomas T. Soules, port director, San Francisco Port Commission, and James J. Carey, vice president, West Coast Division, United States Lines. Also elected was new director Mark O. Kasanin, partner, Mc-Clutchen, Doyle, Brown & Enersen. Haskell was reelected first vice president of the 127-year-old maritime service and promotional agency—the nation's senior shipping organization. Also reelected were Paul A. O'Leary, executive vice president, Connell Bros. Co., Ltd., to head the Exchange; Fred J. Percy, vice president of United California Bank, as treasurer and 2nd vice president; Frank J. Ewers, chartering and cargo general manager, Marcona Corporation, 3rd vice president, and Robert H. Langner, corporate secretary and executive director.

year, previously served as the agency's president in 1970–71. He is also president of the Pacific Coast Association of Port Authorities, the industry organization representing the West Coast's 32 major U.S. and Canadian ports.

## One-day working conference

Oakland, Calif., July 13 (Port of Oakland):—Worldwide aspects of intermodal freight transportation—implementation, regulation, industrial and labor effects and future directions—will be the subject of an intensive one-day working conference to be held September 30 at the Port of Oakland, California.

Charles F. Hiltzheimer, President of Sea-Land Services, Inc., will be the keynote speaker. Ben E. Nutter, Executive Director of the Port of Oakland, will act as General Chairman of the International Intermodal Commerce, co-sponsored by the Port of Oakland with the Oakland Chamber of Commerce and the Oakland World Trade Club.

Among noted panelists who will discuss in depth the development and implications of intermodalism are Thomas W. Gleason, President of the International Longshoremen's Association; C.A. Rousser, Jr., Director of Trade Development for the Port of Houston; Thomas A. Fante, Assistant Vice President and General Manager for Intermodal Traffic, Southern Pacific Railroad; Robert H. Cleveland, Vice



San Francisco, Calif., 7/13/76 (Marine Exchange of the San Francisco Bay Region):—A meeting of shipping intelligence specialists was symbolically pictured with a ship's bell—a tradition shared by Lloyds of London and the Marine Exchange of the San Francisco Bay Region. Joining in discussion of exchange of traffic and related reports on vessel activity were A.J. Weldon (left), systems manager, Lloyd's of London Press, Ltd., Leonard Silva, Exchange operations manager, and Robert Langner, executive director of the 127-year-old Golden Gate maritime intelligence agency. The San Francisco World Trade Club meeting produced substantial agreement on common interests in expanding and improving origination and dissemination of a variety of shipping information, essential to users of the world's oldest maritime body, and the senior U.S. shipping service agency.

President for Traffic, Pacific Intermountain Express; William J. McGowan, Vice President for Pricing, American President Lines; and Neal Mayer, Attorney, Coles & Goertner.

Specific areas of panel concern will include the lawfulness of minibridge operations, regulatory and jurisdictional issues and the relationship of the conference system to intermodal pricing—moderated by Raymond P. Ebeling, Vice President for Pricing of Seatrain Lines; shippers' views on intermodalism—moderated by David Forgie, Manager of Marine Trade Development, Port of Oakland; and labor, port, rail, highway and water carrier interactions—moderated by William F. Horton, Vice President of Norton, Lilly & Company.

An audiovisual display of intermodal operation facets, including U.S. Customs procedures, will be presented by William J. Newlove, Vice President of Kerr Steamship Company.

Journalists Marc Felice, Editor of *Transport 2000*, John Eichorn, Editor of *Pacific Traffic* and Shirley Tate, Manag-



Washington, D.C., 7/21/76 (Marine Exchange of the San Francisco Bay Region):—Government and industry leaders recently joined "hands across the Atlantic" at the annual meeting of the National Committee on International Trade Documentation. Guests of honor among the more than 100 world trade and shipping officials participating were Sir Reginald Wilson (left), chairman of the United Kingdom Committee for the Simplification of International Trade Procedures (SITPRO), and U.S. Assistant Secretary of Transportation Judith T. Connor. Robert E. Schellberg, vice president, Eastman Kodak Co., was re-elected president of NCITD at its ninth anniversary meeting in the nation's capital. Working closely with the Department of Transportation and other involved U.S. agencies, the national industry body spearheads programs and responses to reduce, simplify and standardize paperwork and procedures estimated to burden U.S. world trade with costs as high as \$8 billion annually. More than 50 countries have joined efforts to stem this unproductive tide, according to John Raven of London, SITPRO deputy chairman and annual luncheon speaker.

ing Editor of *Pacific Shipper*, will constitute an interview panel which will coordinate questions directed at conference speakers.

Registration fee for attendance at the conference and luncheon, with a guest speaker to be announced, is \$12.50. A reception and dinner featuring a major address on international transportation and United States policies—also by a speaker to be announced—will follow the conference. Dinner registration is \$15.

For further information on the September 30 International Intermodal Conference, address queries and registration checks to Robert W. Crandall, Program Chairman and Manager, Marine Terminals Department, Port of Oakland, 66 Jack London Square, Oakland, California 94607.

## Port development bibliography

San Francisco, Calif., July 13 (Lewry Russom & Leeper, 350 Pacific Avenue, San Francisco 94111, Calif., U.S.A.):—The second edition of *Port Planning and Development: A Bibliography* will be released by Manalytics, Inc. in early October. The bibliography covers port organization, administration and operation, economic and environmental impact, port access, intermodal interchange and deepwater port planning.

The 60-page, spiral-bound bibliography includes more than 500 citations selected from more than 2,000 journal articles, professional papers, technical reports and books issued throughout the world in English since 1965. Significant research projects in progress are also cited. The bibliography is indexed by subject and author.

Copies of the bibliography are available for \$30 each. Orders may be sent to Manalytics, Inc., 625 Third Street, San Francisco, California 94107.

The bibliography was compiled by Manalytics' research and library staffs under the direction of Mrs. Janice W. Bain. The first edition, published in October 1975, was well received with orders from 23 countries quickly exhausting the supply.

Manalytics is a management research organization specializing in transportation and distribution management. Headquartered in San Francisco, the firm serves industry and government clients throughout the world.

## 1975 Foreign Trade Tonnage Highest in Florida

Tampa, Florida, 7-22-76 (News from the Tampa Port Authority):—The Port of Tampa led all Florida ports in foreign trade tonnage during 1975, according to figures released by Guy N. Verger, Tampa Port Director.

Statistics compiled by the Tampa Port Authority show the port handled imports and exports amounting to 17,012,571 tons worth \$1.2 billion. Tampa's commerce included trade with every continent.

Only the Port of Miami exceeded the dollar value of Tampa's foreign trade in Florida. Figures released by the U.S. Department of Commerce show the value of Miami's trade to be \$1.5 billion.

Foreign commerce tonnage at that port was 1,605,000 as compared to Tampa's 17,012,571 tons. Jacksonville was third with cargo valued at \$1.16 billion. No figures are available on the value of domestic waterborne commerce.

Overall cargo handled at the Port of Tampa was in excess of 41 million tons, the difference being coastwise domestic traffic.

The value of exports from the Port of Tampa was \$968,709,753. Imports were valued at \$294,747,768.

The Port ranked 12th in U.S. ports in total foreign commerce; fifth in exports and 16th in imports. The large volume of phosphate moving into overseas markets accounts for the high rank in exports.

In order to increase its capability for foreign commerce, a new 600-foot general cargo berth is now being completed at the port. With this addition there will be 1900 feet of continuous wharf on the East Bay Channel and Turning Basin.

Also nearing completion is a 100,000 square foot transit warehouse which will be operated by Eller & Company, stevedores and terminal operators. This will join the Uiterwyk Cold Storage Corporation warehouse which contains 1,250,000 cubic feet of freezer storage and 250,000 cubic feet of cooler storage.

Underway also is a project to increase the channel depths of Tampa harbor from its present 34 feet to 43 feet. A total of \$20 million has been appropriated by Congress for construction thus far. The project is estimated to cost \$115 million when completed.

## PIANC Congress 1977 in Leningrad

Brussels, Belgium (PIANC=The Permanent International Association of Navigation Congresses):—According to Bulletin No. 23, 1976 of PIANC, the 24th Congress of the PIANC is scheduled to be held in Leningrad 6 to 14 September, 1977. For further information refer to:

PIANC Secretariat  
Résidence Palace  
Quartier Jordaens  
155 rue de la Loi, 1040  
Brussels  
Belgium.

## “Maritime Studies and Management”

London, April 1976:—“Maritime Studies and Management”, an international journal of research into maritime economics, geography, law and sociology, and shipping and port management, is edited by Professor A.D. Couper, Department of Maritime Studies, University of Wales Institute of Science and Technology.

For more information, write to the publisher, Taylor & Francis Ltd., 1-14 Macklin Street, London WC2B 5NF, England.

## Industrial locations in the port

Antwerp, Belgium, 1976 April/May (Antwerps Havennieuws, Bimonthly review of the port of Antwerp):—As already mentioned, several industrial concerns will again be established in the port area. In this connection the announcement was made that the Socio-Economical Ministerial Board has expressed its agreement regarding the projects of three investors, viz. Henkel-Belgium, Ford-Tractor and Schelde-Chemie, which will employ an additional 740 men in the Antwerp area. Henkel will invest 1,000 million BF which will put 130 men to work; Ford-Tractor will invest 525 million BF by which 200 more men can be employed; Schelde-Chemie will erect a factory for the production of chemical pigments on a 50 ha site at Kallo. The works will cost 6,000 million BF.

A total of 400 people will find employment there.

## New pipeline

Antwerp, Belgium, 1976 April/May (Antwerps Havennieuws, Bimonthly review of the port of Antwerp):—The Ministerial Committee of Economic and Social Co-Ordination, in conjunction with the Netherlands State undertaking DSM, decided the construction of a pipeline from Antwerp to Geleen, in the Netherlands province of Limburg. The pipeline will pass via Liege and be about 150 km long whilst a later extension into Germany has been provided for. For the sake of this new pipeline a special corporation has been set up under the name of PALL N.V. (Pipeline Antwerp Limburg Liege) by the public holding created by the conversion of the National

(Continued on page 54)



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RIO DE JANEIRO

(Continued from page 52)

Investments Corporation (NIM).

The pipeline for refined products will have a diameter of 18" and an annual capacity of 8 million tons. The first 2 million tons will be used by DSM for the transport of gasoil to Geleen, which leaves some 6 million tons at the disposal of other users. It is possible for the duct to be connected to the existing pipeline of Chevron at Feluy, through which Feluy' products will be pumped to Antwerp. The pipeline will follow approximately the Albert Canal. The bill to be faced will run up to some 2,000 million BF.

## New G.M. for Bristol

Bristol, July 7 ("Portfolio", A newspaper for the Port of Bristol):—The new General Manager of the Port is to be Mr. Stanley Turner, presently with P.A. International Management Consultants. He will join the Port as General Manager Designate in early August, succeeding Mr. Gordon Lowery as General Manager when Mr. Lowery leaves on 1st October.

Gordon Lowery is leaving the Port after exactly four years behind the General Manager's desk to take up an appointment as Managing Director of James Fisher and Sons Ltd., shipowners and port operators of Barrow-in-Furness, Cumbria.

Mr. Turner, who is 57, has had great experience within the Port Industry serving with the Port of London Authority from 1936 to 1970, excepting a period of wartime, service in the Army. Whilst serving in the Army he became, at the age of twentyfive, a major with an eventual staff appointment of Deputy Assistant Director of Transportation. He saw service in France, India, Burma and Germany.

During service with the Port of London Authority, posts held by Mr. Turner included Assistant Docks Manager, Personal Assistant to the General Manager, Traffic Superintendent, Chief Docks Manager and finally Director of Industrial Relations.

From 1970 to 1974, he was Group Managing Director of the Felixstowe Dock and Railway Company, responsible for all aspects of administration and operation of the Port of Felixstowe.

Since 1974 Mr. Turner has been Ports and Shipping Advisor to a major international consulting organisation, P.A. International Management Consultants Ltd.

He has served on a number of Committees associated with Ports and Transport and since 1973 has been the International President of the International Cargo Handling Coordination Association.

A fellow of the Chartered Institute of Transport, a Fellow of the Institute of Materials Handling, and a Member of the British Institute of Management, Mr. Turner is married with one son.

## VIEWPOINT

Glasgow, June, 1976 (Clydeport News):—More than 1,000 people have now seen the Authority's promotional tape/slide presentation which—through colourful pictures screened in step with a recorded commentary, sound effects and music—conveys an impression of Clydeport as it is



### More silos in Antwerp

Photo shows new grain silos under construction for SAMGA in the port of Antwerp. Subject company already had 75,000 ton storage capacity and now adds 45,720 tons (in 54 cells). A mobile elevator with a capacity of 600 t/h will be installed. Total investments amount to some \$12.5 million.

Another company (SOBELGRA) is expanding its grain storage capacity, recently increased from 50,000 to 80,000 tons, now to 105,000 tons and will install two additional elevators with a capacity of 150 t/h. The investment is \$3 million.

In 1975 transshipment of cereals and oil seeds amounted to 3.2 million tons. First months of 1976 show an increase of 10% over previous year. The new facilities will enable further expansion.

today and something of its potential for the future.

Local cynics comment that they have seldom seen the Clyde looking so bright and sunny, but the Hollywood touch of "glorious Technicolour" is something which audiences expect nowadays.

The presentation has certainly gone down well in Montreal, Toronto, Chicago, Vancouver, San Francisco and Los Angeles. It has been well received, too, by UK shippers and shipping company people who have attended showings in London, Aberdeen and Dundee.

If it is true that a picture is worth a thousand words, the tape/slide presentation speaks volumes for the facilities of Clydeport, the wide scope of its services and its incomparable setting.

The presentation can, of course, convey only a fleeting glance which, hopefully, will create a favourable atmosphere for the hard-selling follow-up.

Once the show is over, there comes the long slog of chasing potential customers and trying to persuade them



that their needs can be better met by routing their vessels and their cargoes through Clydeport.

Last year, personal calls made on existing and possible users in this country and overseas numbered more than 1,200, and several hundred individual quotations were prepared as part of an intensified programme to win new or additional traffics.

That is the unglamorous bit of the job of marketing; often frustrating because, inevitably, only a proportion of the quarry can be captured.

Service, performance and price are the real persuaders in attracting new business, long after the memories of pretty pictures have faded away.

So every one in the port can take some measure of credit for every success in this vital area of endeavour.

## £ $\frac{1}{2}$ Million EEC Fund Awarded for Port Development

Glasgow, June (Clydeport News):—Clydeport is likely to receive grants totalling more than £500,000 from the Common Market's Regional Development Fund towards the cost of various port developments which were in hand during 1975.

The Authority has been told by the Scottish Economic Planning Department at New St. Andrew's House that—subject to the submission of evidence on final costs—the EEC fund will pay a total of £580,200 for four projects.

The port applied for the 30 per cent grants last September in respect of development expenditure of nearly £2 million during the year.

Biggest of the four projects was the expansion of the Clydeport Container Terminal. The recent programme of improvement at Ardrossan Harbour, modernisation of cargo handling facilities and development of the computer bureau at King George V Dock and work on the deep-water channels and navigational aids have also been approved for grant.

"The award of the EEC grants will reduce the amount of money which the Authority has to borrow to finance these projects," commented Clydeport's Deputy Chairman and Managing Director, Mr. J.P. Davidson.

"It is also a welcome indication of the importance which the EEC places on ports and their role in the regional infrastructure."

The Regional Development Fund has earmarked more than £13 million for projects in Scotland since the first of its grants were announced last October.

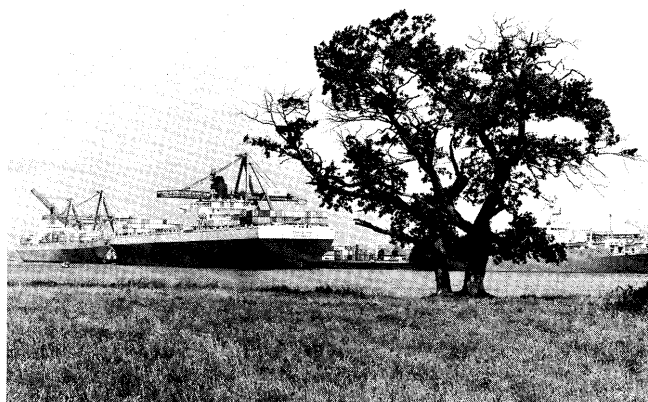
It is scheduled to operate until the end of next year but already—in view of the worthwhile work it has helped to finance throughout the Common Market—there is hope that its life-span will be extended.

Clydeport has now submitted a second application relating to port development projects programmed for this year and next.

## Largest ore carrier at Port Talbot

London, 2 July (British Transport Docks Board):—The largest dry cargo vessel ever to arrive at a UK port will berth at the British Transport Docks Board's deep water harbour at Port Talbot early tomorrow morning (Saturday, 3 July).

The 162,813 tonne dwt bulk-carrier "Universe Aztec" will discharge 100,000 tonnes of Brazilian ore for the



Two of the world's largest container ships working together at the Port of Southampton, the fastest growing container port in the U.K., where the modern technology of container handling is taking place in environmental surroundings which are far from those traditionally associated with dockland activity. The ships, both of them British, are (left) Ben Line Containers Ltd's "Benalder" (58,440 g.r.t.) and (right) Overseas Containers Ltd's "Tokyo Bay" (58,889 g.r.t.).

British Steel Corporation's works at Llanwern.

The giant carrier, measuring 302 metres (991 feet) in length is the first vessel to require the services of two pilots in accordance with agreed safety regulations operating at the harbour for vessels over 274 metres (900 feet) long.

In the first half of 1976 more than 2.2 million tonnes of iron ore have been handled at the harbour, and a further 800,000 tonnes are scheduled for discharge during the next seven weeks.

## Docks Board half year results increases in profit and trade

London, 22 July (British Transport Docks Board):—Half year results for the British Transport Docks Board show an increase in traffic of 7 per cent to 43 million tonnes, compared with the corresponding period of 1975. The financial result for the first half year (to 30 June 1976) was a profit of £10.5 million before interest, equivalent to a yield of 13 per cent. This compares with 8 per cent for the year 1975.

Commenting on the results, Sir Humphrey Browne, chairman of the Docks Board said, "The Docks Board, like other port authorities, have to cope with the continued recession in world trade. Our results for the first half of 1976 are therefore all the more heartening. In a highly competitive industry we are increasing our share of the market."

The British Transport Docks Board is almost unique amongst state undertakings and port authorities in making provision for additional depreciation on a replacement cost basis calculated in accordance with the Retail Price Index. Even allowing for this and after the payment of interest the net surplus for the half year was £4.5 million.

The Docks Board have guaranteed that prices will remain stable until at least the end of the year.

## Port of Le Havre Flashes

Le Havre, France (Port of Le Havre Flashes, April 1976):—

- **Le Havre; what makes it unique: Last European port of call for giant containerhips sailing between Northern Europe and the Far East.**
- **Bargeowners association set up.**

Inland water transport has suffered like everything else from the current economic crisis, despite its being the cheapest means of carriage. So French bargeowners, who number about 4,000 independent proprietors, have set up a trading association designed to revitalise the profession. A firm of consultants headed by Mr. Jean Claude Dubois and working jointly with the bargeowners was entrusted with the task of giving the association tangible form in the shape of a sales organization known as the *Batellerie Artisanale Service Commercial* and a water transport promotional body called the *Société pour le Développement du Transport Artisanal de la Voie d'Eau*, which acts as a charterer. The *Batellerie Artisanale Service Commercial*, which covers the whole of France, has set up its head office in Le Havre.

Our port is likely to become the destination or departure point of many new kinds of traffic in the years ahead and river transport can provide scheduled services with fixed timetables for the carriage of both general cargo and heavy loads.

- **Flat out at Ro-Ro Terminal**

Capacity at the Ro-Ro Terminal in the port/industry zone was fully taken up for the first time on January 21st last. The French vessels **Monaco** and **Sibelius** and the Japanese **Nissan Maru** were then tied up at the terminal's three berths, two of which are designed for stern working, while the third can take vessels with either side-loading or stern-loading doors. The terminal was again fully occupied on March 2nd.

- **New Townsend-Thoresen Car Ferry**

The **Viking-Valliant** made the first of her many visits here on January 23rd. She is the latest addition to the Townsend-Thoresen car ferry fleet, which operates daily services between Le Havre and Southampton, and in joining her sister ship, the **Viking Venturer**, on the cross-Channel run she has increased the company's car-carrying capacity by some 20%. Measuring 427 ft (130 m) in length, and with a deadweight capacity of 6,000 tonnes, she can transport 1,200 passengers and 275 cars. The new ferry is a very comfortable ship and is notable for the computer-controlled stabilisers that keep her splendidly steady even in high winds. The company's other vessels in regular use on the Havre-Southampton run are the **Viking I** and the **Viking III**.

- **Further Improvement to Far Eastern Service**

162,000 containers were handled in Le Havre in 1975, against 143,000 the previous year, which was equivalent to over 2 million tonnes of freight. Several containerised services were inaugurated in 1975, and the present year has got off to an excellent start with four new container services opting for Le Havre during the first quarter alone.

Among them, two international consortia, Ace Group and Scandutch, which operate regular services between North Europe and the Far East, have decided to use Le Havre for their big deepwater vessels.

We shall be writing more about these different new services in later issues, but we can already be sure that in the space of under two years Le Havre will have been chosen as a port of call for more than 25 separate container services to the East and West coasts of the USA and Canada, the Great Lakes, the West Indies, West Africa, the Far East and South Africa, as well as a large number of European ports. Such prospects more than justify the major programme of work now being undertaken to increase our reception facilities for both container and conventional vessels.

- **New Handling Material for the Frozen Meat Trade**

France exports tens of thousands of tonnes of frozen meat annually and a considerable part of the trade is based on Le Havre, where loading is done by conventional methods. At the end of January, Jokelson & Handtsaem demonstrated some new handling equipment which has the double advantage of making working conditions easier for the dockers, while also improving the standards of hygiene. The meat is first loaded on to trolleys, which are driven away on fork-lift trucks and placed in a kind of metal gondola, which is then raised bodily by crane and lowered into the ship's hold. The trolley is then pulled out and wheeled to its assigned position in the hold. The new loading technique was demonstrated on the Soviet vessel *Vassilliy Struve*.

## Europort South

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

- **EDITORIAL**

The recovery: while the position of French industry seems to be improving and order books are filling up again, the news that the latest figures show a considerable drop in French exports is disquieting.

Marseilles-Fos reflects this picture. While there are rumours of increased orders at SOLMER and UGINE-ACIERS, and even talk of re-starting the idle blast furnace at SOLMER, exports of general cargo through the port for the first quarter dropped by 110,000 tons whereas imports increased by 60,000 tons.

On the other hand, the noticeable increase of oil imports encourages optimism as regards industrial activity.

In fact, it's a transition period which, in spite of certain vicissitudes, shows definite encouraging signs. It is also a period of keen competition which demands increased activity in the field of customer relations so as to ensure a vigorous development of traffic.

The Port of Marseilles Authority, which has made great efforts to adapt its port equipment to modern shipping requirements, wishes to inform its customers of the remarkable facilities it offers to assist them on the road to economic recovery: new Ro/Ro berths at Marseilles, an extension to the container terminal at Fos, VHL berths at Port St-Louis, new berths for car traffic and ship repair, and

the ever-increasing number of regular services from Marseilles to foreign ports.

The P.M.A. is determined that it can never be said that EUROPORT SOUTH has not played its full part in the French economic recovery.

#### ● IN BRIEF

1) The Suez-Mediterranean pipe-line (SUMED), which will come into service in December 1976, will be capable of delivering 80 million tons of oil annually.

2) The Board of Directors of the Port of Marseilles Authority met on the 26th March 1976. The accounts for the financial year 1975 were adopted and the Board then examined the development scheme for the commercial port of Fos/Port Saint-Louis within the framework of the extension of the Port of Marseilles in the Gulf of Fos. This port will extend between Dock 2 and the town of Port-Saint-Louis. It will consist of a dock basin, known as Gloria Basin, onto which will open Dock 3. After studying the scheme, the Board approved the construction of the first quay of the new assembly, which will be located on the East of Gloria Basin. Finally, the Board approved the construction, under certain conditions, of a supertanker cleaning and deballasting station in the Gulf of Fos.

3) In 1975, Ro/Ro traffic through Marseilles totalled 1.5 million tons, and containerized traffic 950,000 tons.

#### ● PORT ACTIVITIES

##### 1) Fos welcomes the largest supertanker ever to enter a French port

The "ANDROS PETROS", a supertanker of 450,000 tons capacity, entered the FOS roads on her maiden voyage on the 24th of March and tied up to berth 3 of the tanker terminal on the 26th. The "ANDROS PETROS", under charter to behalf of Mr. P. GOULANDRIS, the well-known tanker fleet owner.

The hull of the ship was specially designed and its bulbous stem, conforming to current naval construction practice for obtaining improved hydrodynamic effect, enables this "Ultra Large Crude Carrier" (ULCC) to cruise at 15 knots with a fully automated turbine developing "only" 45,000 hp directly controlled from the compass-platform.

For rapid turn-round, the ship is equipped with very powerful pumps which can offload its enormous cargo in less than 48 hours.

Naturally, the ship is equipped with the latest navigation equipment: radar, anticollision computer, permanent dead-reckoning, route tracking, supersonic sounding, etc. The bridge is particularly impressive, 35 meters above the water-line, it is 70 meters from wing to wing—a record.

As regards the accommodation, it is on the same vast scale as the ship, as well as being modern, comfortable and functional. There are meeting rooms, games rooms, television rooms, a gymnasium, a swimming-pool and even a hobby workshop, and each member of the crew has his own cabin and toilet unit. The builders and owners have obviously been at pains to ensure that the crew's long weeks of ocean navigation take place under the healthiest and most comfortable conditions possible, thus enhancing the safety and efficiency of the ship.

The agent for the "ANDROS PETROS" is POMME

(Port-de-Bouc).

2) The Port situation in Iran should improve considerably in the near future. Thirty-one berths are currently in operation in the principal ports, and an additional sixty-one berths are under construction.

##### 3) Creation of a new maritime company to transport containers in the western Mediterranean

CONSHIP S.A. and the Compagnie Générale d'Armements Maritimes, a subsidiary of C.G.M., have formed the West Container Transport Company to specialize in container transport in the Western Mediterranean. The Company will operate between Italy, France and Spain, and will offer coasting services between the three countries, as well as "feeder" services to ocean-going ships calling in this area of the Med.

##### 4) A new container ferry

A newcomer to Marseilles waters, the "LAMARA", has been chartered by the Compagnie Marocaine de Navigation, Agents: Charles LE BORGNE. This ship of 1,325 dwt is making a weekly run to CASABLANCA and can carry thirty-two 40-foot containers (thirty of them refrigerated), fifty cars and eight passengers.

##### 5) To Nigeria across the Sahara

The British transport company "Seevar Projects" is planning a road-sea-road service from Great Britain to Nigeria, via Marseilles and the Sahara, using Ro/Ro ships for the Marseilles-Alger stage. The run will take ten days.

##### 6) New Ro/Ro ships on the Red Sea run

The Navale et Commerciale Havraise Péninsulaire has put two Ro/Ro ships, "GREY MASTER" and "BEGONIA", into service on the Red Sea run. These ships have a forward door, an aft opening 5.50 meters wide and a loading ramp capable of supporting 50 tons, enabling them to accommodate vehicles and 20-foot containers. The ships leave Marseilles every ten days for Akaba and Jedda via The Suez Canal, making their first port of call in the Red Sea after ten days at sea.

Agents: WORMS Services Maritimes.

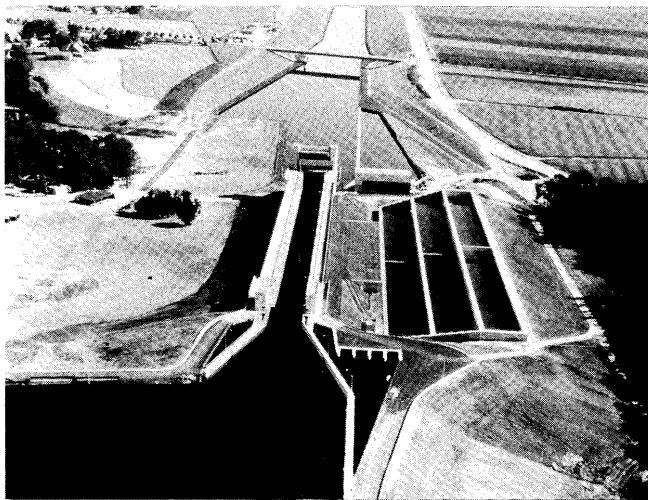
## SMM Kongress '76

Hamburg:—An international exhibition and congress on "Ship, Machinery and Marine Technology", is scheduled September 21 through 25, 1976.

More than 500 exhibitors from 22 countries. Joint ventures will be staged by Canada, Czechoslovakia, Denmark, East Germany, France, Hungary, Norway, Poland, Soviet Union and Sweden. For more information write to:

Hamburg Messe und Congress GmbH  
SMM '76—Kongress—Büro  
Postfach 302 360  
D—2000 Hamburg 36  
Germany.

(Refer also to "Ports and Harbors", July, 1976 page 41 "Marine Exhibition".)



“Elbe-Lateral Canal” is opened. (Port of Hamburg)

## Buses provided for dockworkers

Lagos, Nigeria, Jan/March 1976 (NPS News=Magazine of the Nigerian Ports Authority):—A fleet of 20 buses provided by the Lagos Port Operations Committee for the use of workers in the Lagos Port Complex, was launched at Apapa Quay on Saturday, February 21.

The buses, which cost N400,000 will supplement available public transportation in the city of Lagos.

Speaking at the launching ceremony held at Apapa Port Premises, the acting Lagos Port Manager, Mr. T. Dediare, said the difficulty posed by inadequate transport in the Lagos area, has given rise to the decision to purchase these buses for the convenience of port workers.

The buses will ply all routes in Lagos municipality including Palmgrove, Ikeja, Ajegunle, Yaba, Obalende and Victoria Island. Port workers, for whose convenience the buses have been provided, will use them upon producing identification cards issued to them.

The buses will cater for the three working shifts of the workers at the Lagos Port Complex every day of the week.

## Barges being built

Lagos, Nigeria, Jan/March 1976 (NPA News=Magazine of the Nigerian Ports Authority):—The Authority's Dockyard at Apapa has undertaken the building of barges for the use of outer ports as a supplement to orders from overseas.

This move is one of the many steps being taken by the Nigerian Ports Authority to equip all the ports with modern equipment to enable them discharge their functions effectively.

At the moment, there is provision for the construction of ten barges for Calabar Port. Already, one barge of 150 tons capacity and two of 120 tons capacity each have been completed while another three are under construction.

The Authority's Dockyard at Apapa is capable of constructing a barge of 120 tons capacity in three months.

## Adieu to Customs Quay?

Lagos, Nigeria, Jan/March 1976 (NPA News=Magazine of the Nigerian Ports Authority):—At the rate the construction work of proposed Ring Road round the Lagos Island is being carried out, it is doubtful if the Customs Quay, Lagos will still be in existence by the time the June edition of N.P.A. News is out.

Customs Quay (then Customs Wharf) first appeared on the harbour chart by 1890. It has contributed in no small measure to the trading success of this nation. Customs Wharf had been of tremendous value in the early trading days for the Portuguese, French and British Traders.

At present, Customs Quay with an area of 5.05 hectare has a total length of 376 metre which permits the berthing of three main line vessels. There is also a berth of 75 metre for the handling of lighters.

As there is no rail access to the Quay, road vehicles only are used for the transportation of cargo to and from the Quay.

Three transit sheds serve the Quay berths, which are 110 metre, 88 metre and 92 metre in length respectively, with a number of smaller sheds and stacking areas available behind them. Total covered storage space is approximately 39.62 thousand sq. metre. Some of the smaller sheds are used as warehouses for the storage of export produce.

## Gray, Mackenzie news, May

### • Dammam

90 vessels called at Dammam during May, 1976 with 435,362 tons cargo for discharge and to load 8,000 tons urea as compared with 72 vessels offloading 203,328 tons in May, 1975. Vessels were subject to a berthing delay of 88 to 94 days throughout the month which position is likely to continue during June, 1976.

### • Abu Dhabi

80 vessels called at Abu Dhabi during the month of May with 148,566 deadweight tons of cargo on board for discharge. Imports consisted of 41,014 tons general, 40,788 tons steel, 33,789 tons cement, 20,588 tons timber, 3,877 tons bitumen and 8,500 tons iron ore.

Additionally, 3 tankers called at Mina Zayed for purposes of discharging gas oil.

Delays in the port during May increased but fluctuated mainly due to bunched arrivals and partly due to ships with cargoes of steel occupying the berths with heavy tonnages. In order to ensure that an adequate number of berths are available for ships with general cargo the Port Authority has decided that only one ship discharging steel should be permitted alongside for discharge at any one time.

It is anticipated that delays during June will be in the region of 5 to 8 days.

The Port Authority has recently taken delivery of a Japanese-built 2600-HP tug for use in the port area. Two hatch barges, built in Singapore, each of 750 deadweight ton capacity, have also been delivered to the port, and these are being used for ships discharge at anchorage.

Work on sheds opposite berths No. 7 and 8 is nearing completion, and these are expected to be handed over to the Port in July.

Construction will shortly commence of 31 sheds immediately outside the port premises. These will be rented to companies operating in the Emirate.

It is reported that construction of a road is now under study commencing from the Tourist Club via a bridge to Al-Sadiyat Island to link Al-Sadiyat Island with the Dubai road by another bridge, reducing the distance from Abu Dhabi to Dubai by 75 kilometres. It is said that when this road is constructed it will be restricted to the use of private cars, and no heavy duty vehicles will be permitted on it.

It is reported that a total 12 committees are presently working on the preparation of Abu Dhabi's Three-Year Development Plan.

The Federal National Assembly of the U.A.E. has approved a budget of Dh. 4,152 million (\$1,150 million) for 1976 which indicates an 82% increase over last year's budget of Dh. 2,278 million (\$578 million). Allocations for development amount to Dh. 2,011 million (\$560 million), which is over half the overall expenditure. The budget is now awaiting ratification by the Supreme Council. Abu Dhabi will be providing 90% of the budget revenue.

#### ● Khorramshahr

42 vessels called at Khorramshahr during May and discharged 227,667 tons of import cargo.

There was a berthing delay of up to 225 days.

#### ● Kuwait

A total number of 160 vessels called at Kuwait port during May, 1976, discharging 213,820 tons cargo inclusive of 7 cement carriers which discharged 85,430 tons. This compares with May, 1975, when 146 vessels called discharging 126,807 tons cargo inclusive of 5 cement carriers which discharged 41,531 tons.

Berthing delays at Kuwait varied for Conference Lines from 5 to 8 days and for non-Conference Lines from 40 to 45 days.

Kuwait Port Authorities have recently passed a resolution that if berthing delays are less than 5 days, vessels for Conference berth cannot register turn and must wait at Kuwait anchorage until a berth is offered. However, in the event of berthing delays over 5 days vessels are permitted to register. Similarly, vessels for non-Conference berth can only register if carrying cargo over 1000 d/w tons for Kuwait discharge and below this figure if vessel is obliged to remain in Kuwait to complete discharge. We understand this ruling is subject to further improvement, and we shall report further details next month.

## Hay Point Tug Harbour

Brisbane, Queensland, Australia, 9.7.76 (Department of Harbours and Marine):—The Marine Services Minister and Member for Mirani, Mr. Tom Newbery, today announced Executive Council approval for expenditure of \$143,520 for preliminary work on the new Hay Point Tug Harbour.

He said the work would involve an environmental impact study costing \$46,000 to be carried out by the Department of Harbours and Marine with assistance from outside authorities.

Mr. Newbery said Executive Council had accepted a tender of \$72,520 from Reed and Ross Constructions Pty Ltd. for investigation drilling at the harbour site to

determine foundation conditions for future breakwater construction and pile driving.

He said a further amount of \$25,000 had been approved to cover contingency items and the preparation of documents and contract supervision by the Department.

The work was expected to begin at an early date.

Mr. Newbery said the estimated cost of the Tug Harbour proposal was \$7.5 million. It would provide on the spot tug services for the huge ore carriers now calling at the port. The harbour would be formed by the construction of breakwaters which would link the mainland with Highwater Islet.

He said the harbour would be designed to incorporate facilities for private small craft and it was hoped to include a small boat launching ramp in the first stage of development.

## Pleasure craft safety

Sydney, 3rd June (The Maritime Services Board of N.S.W.):—Consideration has been given in recent months to representations received from the boating industry, clubs and the general public following the issue of the Boating (Safety Equipment) Regulation—N.S.W. introduced in November last year. As a result, approval has been given to the amendment of certain provisions of the Regulation. The amendments are designed to be of assistance to the boating public whilst ensuring that minimum safety standards are maintained.

This was announced in Sydney to-day by the President of the Maritime Services Board of N.S.W., Mr. J.M. Wallace.

Mr. Wallace said "a pamphlet entitled 'A Guide to the Boating (Safety Equipment) Regulation—N.S.W.' which contains a schedule of equipment now required and explanatory notes will be available from all the Board's Offices throughout the State from 15th June, 1976. Officers will also be available to explain the variations if required."

"A period of grace for compliance with the original requirements of the Regulation expired on 30th May, 1976, but in view of the amendments which have been made, this period has now been extended to 30th November, 1976".

Mr. Wallace emphasised that although the Board's Officers will be policing the Regulation during this period, there will be no action taken against persons not carrying the required safety equipment unless warranted by special circumstances.

# Tanjung Priok, Indonesia Expands to Meet the Future

**Swan Wooster Engineering  
Vancouver, B. C., Canada**

Reprinted from Newsletter  
From Swan Wooster Engineering  
published quarterly, Vol. 76-1

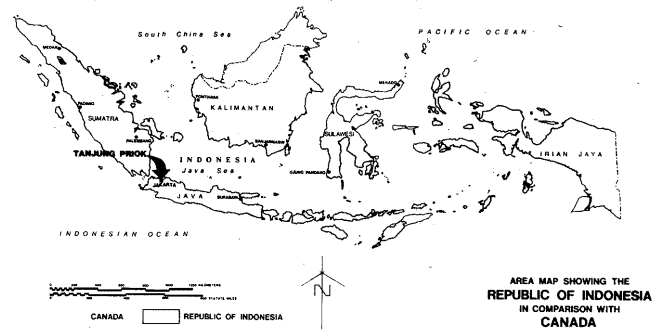
As this issue of the Newsletter goes to press a Swan Wooster team is in Indonesia to start work on the detailed engineering and construction supervision for the current expansion program of the Port of Tanjung Priok. That program began in late 1973 when the Government of Indonesia, in conjunction with the World Bank, asked the Company to prepare a Master Plan for Indonesia's leading port which would meet its needs until the end of the Century.

Because of the rapid growth of the country, which with its 135,000,000 people is the fifth most populous nation in the world, the Indonesian authorities must ensure that the port system is capable of meeting the ever increasing demands made on it. These demands are particularly heavy on the Port of Tanjung Priok, Indonesia's leading harbour. Situated on the northern outskirts of Jakarta, it serves not only the capital city of 5 million people but much of the Indonesian archipelago of over 13,000 islands which stretch for 3,000 miles along the equator. The map above superimposes the Indonesian island chain on Canada's land mass. It illustrates the vast distances which Indonesia's transport system has to span—a challenge which Canadians understand particularly well because of the nature of their own country.

Perhaps that was one of the reasons why the port planners were able to make good progress on their 22-month assignment of recommending a practical program for a phased increase in the port's physical and operation capacity. Another important reason was the close working relationship which was built up from the start between them and the Port Administrator and his staff.

The preparation of a port master plan is a complex endeavour. It requires inputs from a multiplicity of skills and ability to synthesize them into a meaningful whole. The approach taken by the consultants was based on having a small interdisciplinary core team resident in Jakarta whose work was supplemented by 20 Indonesian and foreign specialists on short term assignments.

The core team of two Swan Wooster staff members and Richard J. Morris of Systan International began their work by ensuring that a data base was established on which the analysis could be reliably founded. This required the team to become thoroughly acquainted not only with the physical port layout but also with trade patterns, current planning for the Indonesian economy, labour and management practices and port operations. A special effort was made to consult on a continuous basis with the various



interests involved in the working of the port in order to ensure that the planning process would remain responsive to the dynamics of the Port of Tanjung Priok.

## TRADE FORECAST

The importance of a thorough trade forecast for a long term planning study can hardly be over-emphasized. It was decided from the outset that the traffic elements analyzed should be grouped according to their future requirements for various types of port facilities.

The analysis revealed very significant growth trends in foreign and domestic general and in liquid petroleum cargoes. The growth trend was found to be less marked for homogeneous dry cargoes like rice, cement and fertilizer. Because of its need for sophisticated and space-consuming terminals, special projections were made for containerized traffic. They showed a buildup of this cargo from a two-way volume of 75,000 tons to 2,000,000 tons within ten years. The trade analysis indicated some interesting trends which significantly affect the type of port facility required. One of these trends is import substitution. An example of this is the replacement of flour imports by the inward movement of bulk wheat as a result of the establishment of a large flour mill in the port area. Another significant trend, particularly evident in the movement of fertilizer and cement, is the shift from bagged to bulk shipments.

The Terms of Reference required an analysis of traffic which could be induced through the expansion of Export Processing Zone activities within the immediate hinterland of Tanjung Priok. Accordingly, a special study was made of the potential for the growth of Export Processing Zones in the area.

## SHIPPING CHARACTERISTICS

Accompanying the forecast of trade volumes was a review of future shipping techniques and of the characteristics of ships expected to carry the projected traffic. In this

review consideration was given to both types and sizes of vessels likely to call at the Port of Tanjung Priok during the period covered by the Master Plan. This information was used in the determination of "design ships" whose requirements had to be accommodated by the port facilities covered by the Plan. Considered in this review were conventional and container general cargo vessels for foreign trade movements, inter-island carriers, dry and liquid bulk cargo vessels and special ship types such as barges and barge-carrying ships.

### OPERATIONS AND ECONOMICS

The primary purpose of the operational and economic analysis was to determine the number and type of additional berths whose construction would be economically justified within specific time frames. The time frames planned for in detail were from 1975 to 1980 and 1980 to 1985, with secondary emphasis placed on post-1985 planning. A computer model was used to simulate port operations and to provide data on the operational performance of proposed facilities in each of the harbour areas: the deep-sea conventional terminals, container terminals and regional trade facilities. Operational testing of liquid bulk and homogeneous dry cargo facilities were also undertaken using computer simulation techniques. On the basis of the simulation results, relationships between berth throughput and ship waiting times were developed and applied to traffic levels for various years within the planning horizon. Benefits related to reduced ship waiting were then compared to costs of adding new facilities with the resulting output indicating economically justifiable project timing.

### ENGINEERING

The Engineering portion of the study was responsible for physical planning concepts and capital costs. Details were gathered on existing conditions such as soils profiles, hydrographic and climatic conditions.

A soils investigation program was undertaken to obtain general subsurface information both on land and offshore. The offshore bore holes were drilled using platforms constructed of bamboo in a manner closely resembling the numerous fishing platforms which are evident in the Bay of Jakarta. The platforms which were built in water of up to eight meters depth, were taken apart after each hole was completed and the structure reconstructed at the next location.

Historical cost data were obtained from all possible sources related to construction activities similar to the proposed facilities. Design ship specifications were established and navigation requirements developed with regard to the specific time frames. Terminal layouts were planned and costed to provide input for each alternative tested in the simulation process. Existing land access facilities revealed themselves as a significant constraint to Port throughput and conceptual plans were developed to handle expected land side traffic volumes through improved roadway systems.

Also covered as part of the engineering analysis were cargo handling equipment requirements, the need for additional floating craft, channel and basin dredging needs, fire fighting and navigation aid requirements.

### FINANCIAL ANALYSIS

In order to assess the financial viability of the facilities recommended for inclusion in the Port Master Plan, the Study Team developed a Computerized Financial Evaluation Model. That model utilizes data output from the Port Simulation Model as part of the input required to obtain the financial results for any given year of port operations.

The financial plan utilizes capital addition estimates to generate the future value of port capital assets. Depreciation charges were calculated based on five classes of capital assets and a debt repayment schedule was produced by the Model for each year during the planning period. The statement of revenue and expenditures follows the projected profitability on a yearly basis. The model also outputs various financial ratios required to evaluate the financial performance of the Port.

The work done culminated in the formal presentation of the Final Report which contained the findings of ten specific reports presented to the Port Administration and the Directorate of Sea Communications during the 22-month planning assignment. The Master Plan for the Port of Tanjung Priok was reviewed by the Government of Indonesia and by the World Bank and, as stated at the outset of this description of the planning process, work is currently underway on the implementation of the first phase of the development. That work signals the beginning of a systematic expansion project which will significantly improve cargo handling facilities and operations in the Port of Tanjung Priok and will make it one of the most modern harbours in the ASEAN Region.

### Bulk Urea Carriers for Indonesia

Vancouver, B.C., Canada (Newsletter from Swan Wooster Engineering, Vol. 76-1):—Following the acceptance of Swan Wooster's economic analysis and preliminary design for an urea distribution system, P.T. Pupuk Sriwidjaja (PUSRI) retained Swan Wooster for the detailed design and offshore procurement of the contemplated distribution system.

This system, which will be financed through a loan by the International Bank for Reconstruction and Development (World Bank), will consist of three 7,000 ton bulk carriers which will deliver bulk urea from PUSRI urea plant at Palembang, Sumatra, to two bulk receiving ports in Sumatra and three in Java. At these ports the bulk urea will be unloaded into storage, bagged and loaded into railway cars and trucks for onward distribution to some 50 inland storage depots throughout Java and Sumatra.

The design of this project was carried out in Swan Wooster's Vancouver office. Most of the materials and equipment for the unloading, storage and bagging facilities, as well as the inland storage depots, mobile equipment and railway wagons, were tendered and procured on a world wide basis under World Bank auspices. Delivery of these materials to Indonesia is presently underway and Swan Wooster has a team in Indonesia to assist PUSRI in the local construction and erection of all facilities.

Swan Wooster also supplied one of their quadrant shiploaders to PUSRI which will be installed at Palembang where it will be used to load bulk carriers.

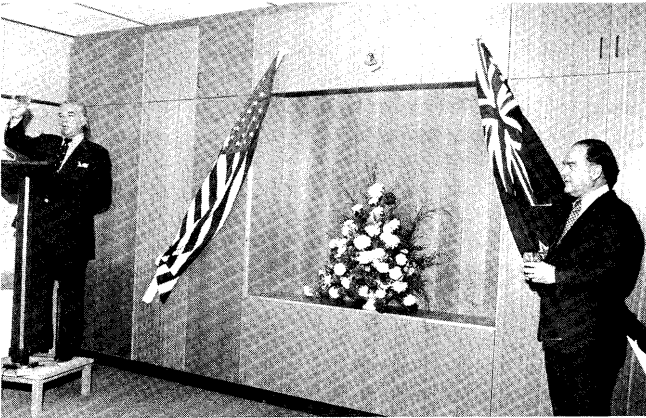


# Port of Auckland, N. Z., Celebrates Bicentenary of the United States

## Auckland Harbour Board New Zealand

Auckland, N.Z., 21 July 1976:—Among major New Zealand celebrations of the bicentenary of the United States in July were regional functions arranged by the Auckland Harbour Board which has close trade and other ties with west and east coast American ports.

Mr. R.W. Carr, chairman of the Auckland Harbour Board, told Mr. John E. Williams, U.S. Consul-General in Auckland, and other guests including members of American-New Zealand organisations at a commemorative party in the Board's offices that the Port of Auckland had been



Robert W. Carr, chairman of the Auckland Harbour Board, toasting the United States at a Board function celebrating the bicentenary of the United States. At right is U.S. Consul-General, John E. Williams.



U.S. Consul-General John E. Williams (centre) with (right) Robert W. Carr, chairman, and (left) Capt. James Forbes, deputy chairman, at an Auckland Harbour Board function commemorating the bicentenary of the United States.

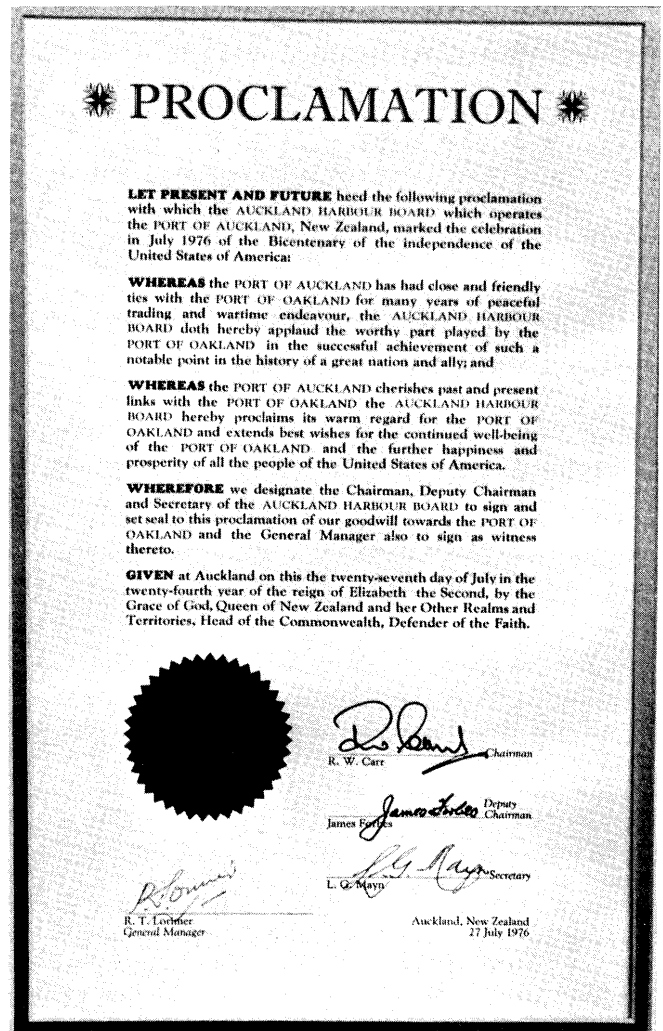
linked with American ports for considerably more than 100 years of mutually satisfactory reciprocal trading.

He said in the Board's last trading year imports through Auckland from the United States and Hawaii totalled about 280,000 tonnes, mostly machinery and chemicals essential for New Zealand farming and manufacturing.

New Zealand exports to the United States through Auckland exceeded 115,000 tonnes, more than one-half being meat and about one-eighth dairy products.

"In addition, Auckland has special links with a number of American ports," said Mr. Carr.

"The authorities controlling these ports have been



The Auckland Harbour Board proclamation applauding "the worthy part" played in the "successful achievement of such a notable point in the history of a great nation and ally" as signed and sealed on 27 July 1976 and forwarded to "special" American ports to mark the Bicentenary of the United States.



Signing on 27 July 1976 of the Auckland Harbour Board proclamation forwarded to "special" American ports to mark the Bicentenary of the United States. From left: Messrs L.G. Mayn (Secretary, signing), James Forbes (Deputy Chairman), R.W. Carr (Chairman) and R.T. Lorimer (General Manager).

generous and helpful in providing us with development and administrative guidance, either directly or indirectly through IAPH.

"In recent years this has contributed substantially to Auckland's increasingly efficient port system."

In this connection Mr. Carr made particular reference to the ports of New York, Houston, Oakland, San Francisco, Los Angeles, Long Beach and Honolulu.

He said the Auckland Harbour Board at its next meeting would pass a formal resolution couched in traditional language to record appreciation of Auckland's longtime trade and other links with such ports.

"The Port of Auckland, with its traditional predominance in New Zealand trade with North America, therefore could not let such a great American occasion pass without proper celebration in Auckland," he said.

On 30 July another function was held in the Board's offices. Mr. Carr welcomed Government and shipping officials also directors and executives of New Zealand firms, commercial organisations and farming bodies trading with the United States. To commemorate the occasion, Mr. Carr presented to the agent of Farrell Lines Inc. a carved Maori wall panel depicting Marakihau, the sea guardian of Maori legend.

He said the panel was for the Farrell Line vessel Austral Envoy, the first American flag carrier to work the Auckland container terminal. That was on 13 November 1972 and since then U.S. vessels have been regular callers.

## Customs examination stepped up

Mount Maunganui, New Zealand ("GATEWAY" June 1976, Journal of the Port of Tauranga, published by the Bay of Plenty Harbour Board):—The Customs Department in Tauranga has developed considerably since the appointment of the late Mr. H.M. Barnett as the first Collector in 1954. At that time the staff consisted of the Collector and a clerk. In 1959 Mr. R.A. Petterson was the first appointee to the position of Searcher, Tauranga, his duties comprising all functions related to prevention of smuggling, entry and clearance of ships.

The present Collector of Customs, Mr. N. Payne,

controls a staff of 20, comprising 4 examining officers, 3 clerks, and 13 preventive service personnel.

## CUSTOMS EXAMINATION

The examining officers are responsible for the collection of customs duties on imported goods cleared at Tauranga, excise duty on New Zealand made goods cleared from licensed warehouses in the Tauranga district and the collection sales tax. The Tauranga Customs District extends to Waihou Bay in the east, Turangi in the south and Mangakino and Katikati in the west.

The total revenue collected at Tauranga in the financial year ended 31 March 1958 was \$1,464,328. The vast expansion which has taken place during the intervening period is clearly demonstrated when this figure is compared with the revenue collected during the last two years. The most recent figures are, year ended 31 March 1974, \$6,354,000 and 31 March 1975, \$6,557,000.

## EXPANSION NECESSARY

In 1973 the Department, recognising the tremendous increase in the number of ships calling at the Port, increased its preventive staff from 2 to 12, thereby enabling a 24-hour wharf patrol to be maintained seven days a week. Besides patrol duties this staff forms the basis of a rummage squad which is available to travel to other ports at short notice. Whilst the number and value of goods seized from "smugglers" has not increased dramatically since the 24-hour patrol was instituted, the fact that the wharf is being patrolled has, no doubt, acted as a deterrent to "would be offenders".

With this six-fold increase in staff, accommodation at the north gate wharf entry became a real problem, and the Bay of Plenty Harbour Board in accordance with Section 33 of the Customs Act 1966 re-sited new premises at the South Gate entry. This building with its air conditioning is without doubt the best of its type in the country. The co-operation and assistance rendered by the Board and its staff in making this facility available is very much appreciated by the Department.

## PREVENTIVE WORK

Departmental staff are very much aware of the increasing drug problem in N.Z. and realise that they are the first line of defence against the unscrupulous smuggler. The job is not an easy one and many hours have been spent on suspect vessels with little or no reward.

Recently one of the examining officers carrying out a routine check of overseas parcels at the Parcels Post Branch discovered approximately \$20,000 worth of cannabis sticks cleverly concealed in packages of electrical equipment. This clearly demonstrates the many problems faced by Customs officers in their never ending battle against the narcotics pedlar.

The most recent addition to the staff has been the appointment of a dog handler and his Labrador dog. The dog has been trained to detect narcotics and should be a valuable weapon in our efforts to combat this evil.

The Department at the Port of Tauranga is now well equipped to face the many problems associated with prevention of smuggling and revenue collection.

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## Vegetable Oil Pier

Penang, Malaysia, April, 1976 (Berita Pelabuhan):—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. Before this project can be implemented, it is necessary to undertake an engineering feasibility study of the project since such a berth will extend into the mouth of the Prai River.

The Penang Port Commission has appointed M/s. Sepakat Setia Perunding, in association with M/s. E.G. Frankel Inc., to undertake this engineering feasibility study.

The proposed Vegetable Oil tanker pier will provide berthing facilities for palm oil and other vegetable oil tankers. These oil tankers presently use the general cargo berths No. 1 and 2 at Butterworth Wharves. With the increase in the volume of vegetable oil export in bulk, such a specialized facility is considered necessary.

## Modern Fire-Fighting Equipments

Karachi, Pakistan, May 1st, 1976 (K.P.T. News Bulletin):—The Karachi Port Trust authorities have acquired most modern equipment and fire-extinguishers for its fire stations. The K.P.T. in order to acquaint their staff with the latest literature in fire fighting techniques, have also become the member of two teaching associations, Fire Protection Association of United Kingdom and National Fire Protection Association of USA.

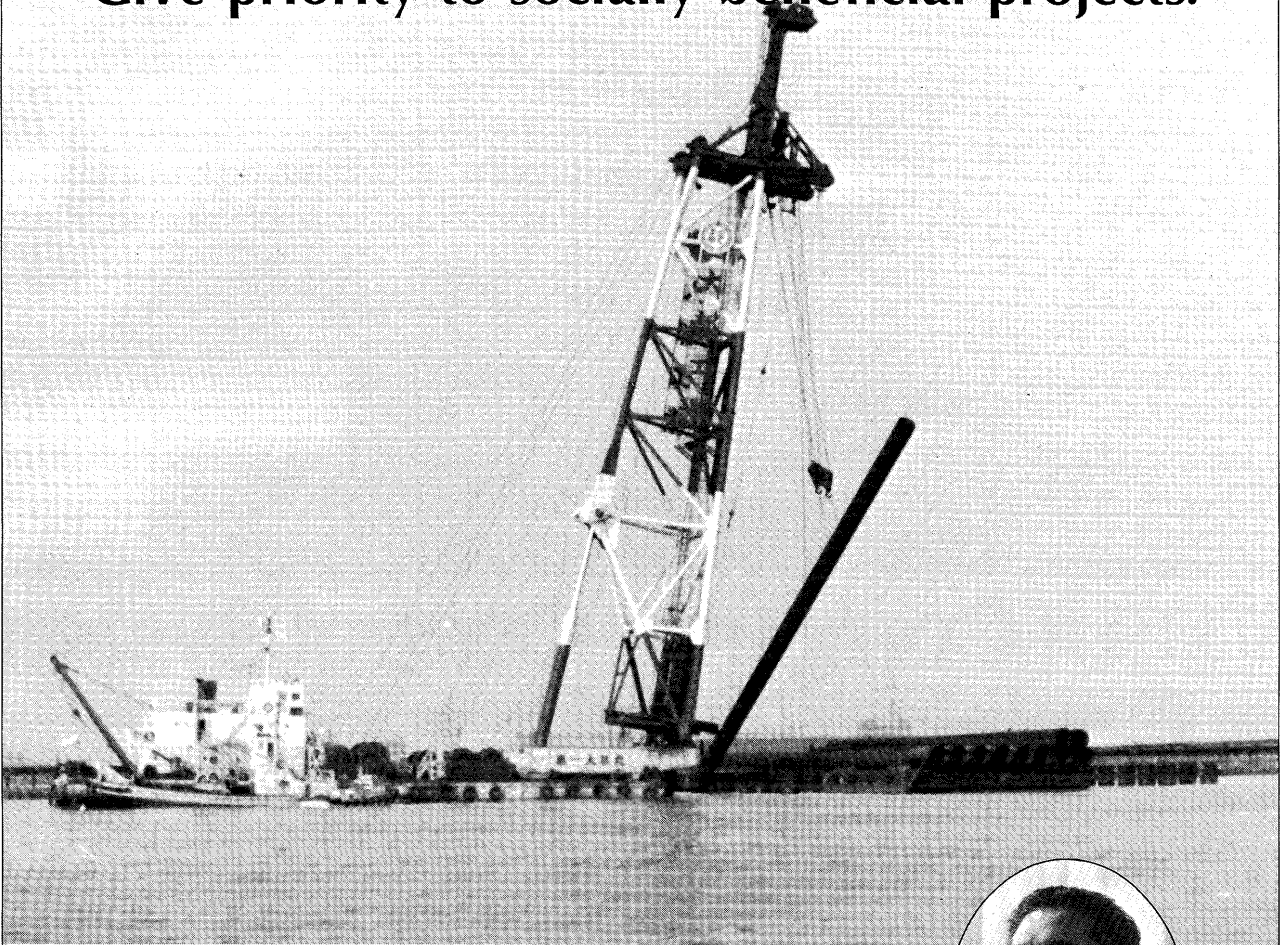
The Central Fire Station and TPX Fire Station have now been equipped with the most modern communication system. All the fire tenders and vehicles have been fitted with mobile V.H.F. sets and the stations provided with VHF installation sets.

The Central Fire Station, which has been equipped with one foam fire tender to deal with oil fires, as well as, 5000 gallons foam compound for the same purpose.

Recently, the Port authorities have also procured 100-pound dry powder fire-extinguishers which are multi-purpose extinguishers and deal the fires at their incipient stage without any loss of time.

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Developed in 1972, this System has proved its efficiency at the busy Ohi Pier, Port of Tokyo, and we are now prepared to aid you in solving your terminal problems, particularly those in the fields of cargo information and operations systems.

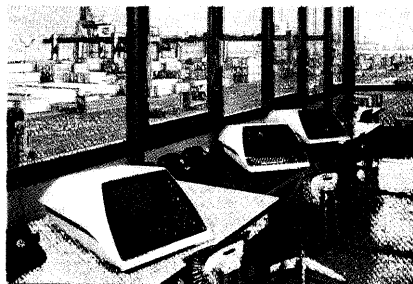
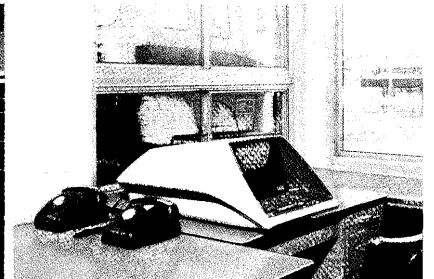
## Major Application Software

1. Planning Support & Management System
2. Receiving/Delivery Operations System
3. Loading/Unloading Operations System
4. Marshalling/Shift Operations System
5. Report Generating System
6. Inquiry System
7. Back up & File Control System

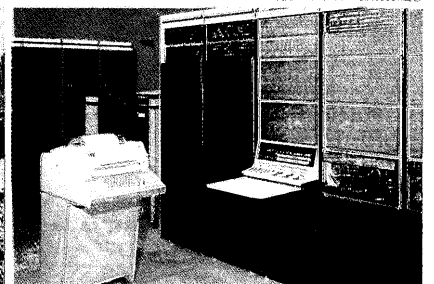
COMPUTER ROOM



GATE OFFICE



OPERATION ROOM



CENTRAL CONTROL UNIT



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