

PORTS *and* HARBORS

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Peru

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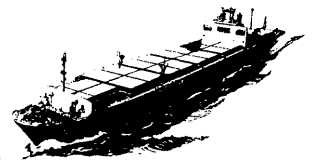


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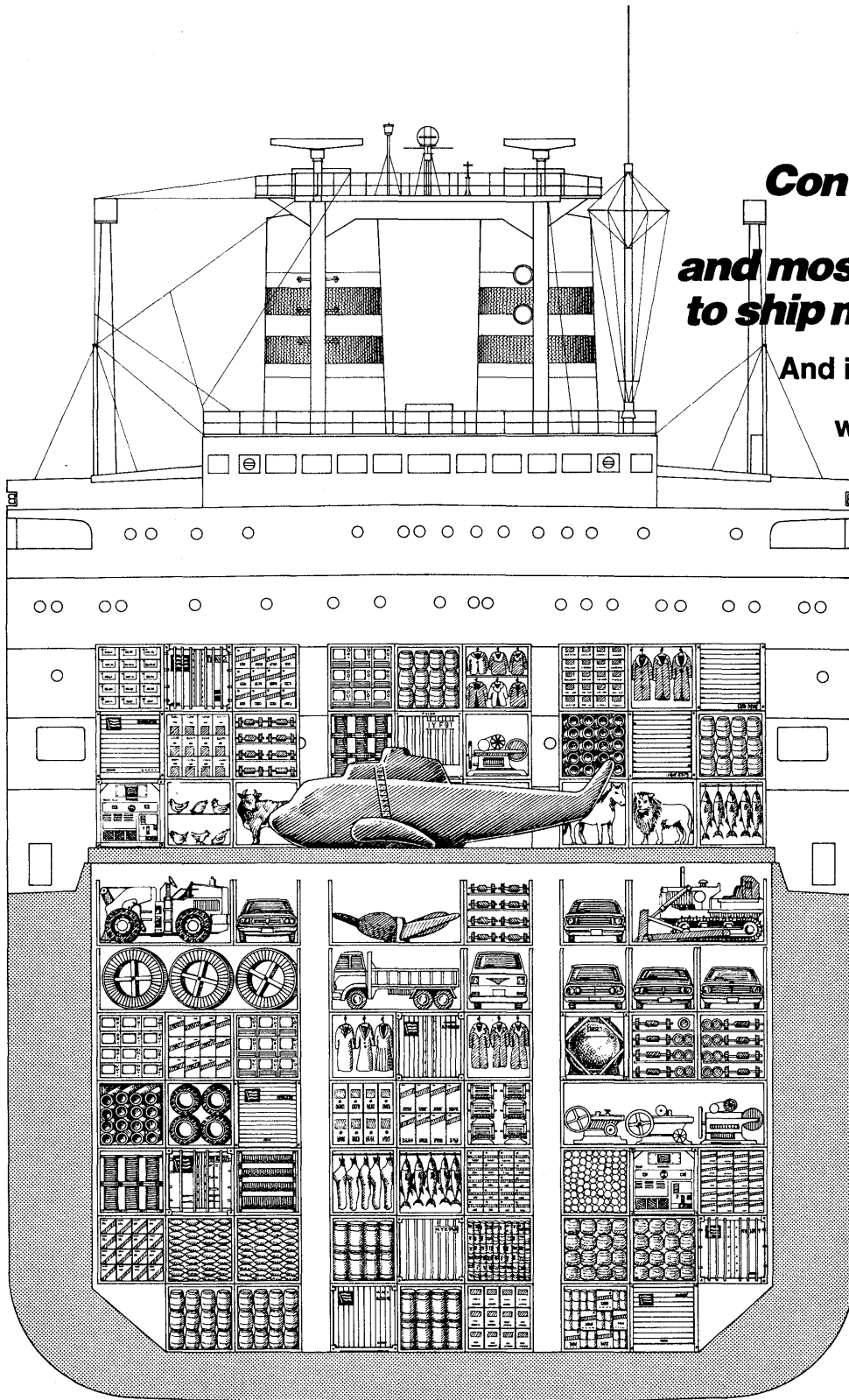
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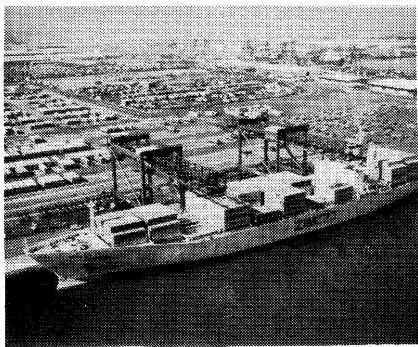
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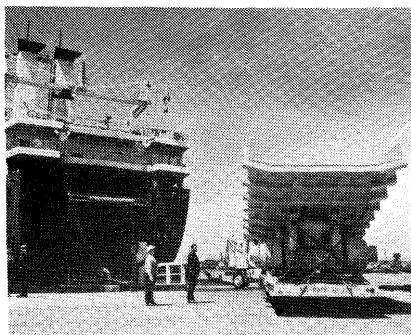


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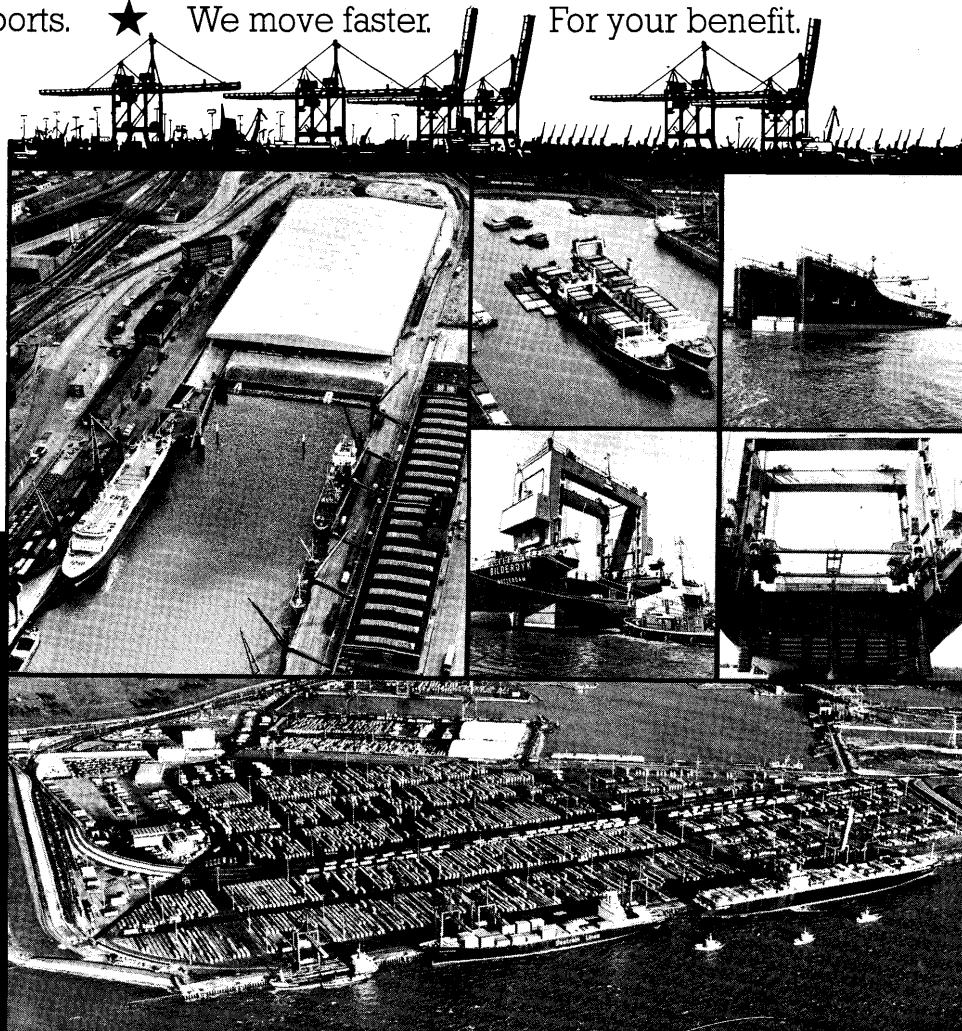
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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7 ~ 13

“ Ports must be understood more by people ” —Proposal to IAPH by Mr. Bax of Rotterdam

Needed : Action groups for our Ports

Communication must restore people's involvement

by Jack Bax, Head External Affairs Department, Port of Rotterdam

To many, it seems, ports like work itself are becoming a burden instead of a means to a healthy release of man's energy and ingenuity. Long the center of activity in the life of great cities and the very root of their prosperity, their culture and development, ports are increasingly viewed as bothersome elements in the shaping of a congenial environment. Ports have lost much of their former appeal. The general concern for their proper functioning is declining. So has the general appreciation of their contribution to the nation's welfare. Priorities are continually being reshuffled. In this process ports have slipped way down the list of prime targets of attention. The diminishing interest and lack of personal involvement with matters concerning the

Background notes on writer

Before being nominated as head of the External Relations Department of the Port of Rotterdam in September 1975, Jack Bax headed the central Information Department at Rotterdam City Hall for 14 years. In that capacity he was active in the area of port promotion organizing Rotterdam port delegation trips to many parts of the world.

After a ten years' stay in North America he came back to The Netherlands to join the Rotterdam City administration. In Montreal, Canada he worked for the Canadian Broadcasting Corporation as editor/producer for nine years. He travelled extensively through all of Canada and the United States. He also worked as a correspondent for a number of Dutch and Belgian newspapers and for various broadcasting organisations. For a number of years he edited the trade magazine "Holland-Canada", published monthly by the Netherlands Canada Chamber of Commerce. He started his career as a journalist with the Rotterdam morning newspaper *Algemeen Dagblad* in 1946.

Dr. F.A.F. Scheurleer, Managing Director, Port of Rotterdam, recently wrote to the Secretary-General that the matter of how to improve the relations between the ports and the people living in the neighbourhood of its operational sites was a very urgent one and suggested that a way might be found to channel the subject matter into the IAPH organization, attaching with a paper prepared by Mr. Jack Bax, Head, External Affairs Department of Port of Rotterdam, which was contributed to the journal.

The paper discusses and warns the urgent need not only for a particular port but also ports and harbors in general that the roles and meanings of port's existence should be more clearly understood by the people living in the regional areas, otherwise ports would lose its position of being the focal point of commodity distribution and become just a place of necessary evil.

For the healthy development of ports and harbors, paper urges, it would be inevitable to achieve people's understanding and support, while on the other hand, the physical necessity of ports and harbors should have to be increased. Paper further suggests that the world organization like IAPH should take steps to advance the people's attention toward their port and provide them with chances of realizing the true picture of the port whereby to brew up the situation where people would get themselves involved in the future of their port.

The Secretary General finds that the points raised in the paper contain some very significant aspects for ports and harbors, admitting the difference of the range of responsibilities of each port organization, and are consistent with the Association's objects and purposes as well as the position taken by the association as expressed in the themes of the past conferences as well as the subject of the panel session in the forthcoming conference.

In the interests of our members, the full text of Mr. Bax's paper was reproduced in this issue, while the Secretary-General was taking steps in placing the matter before the members of the Executive Committee to take up the matter at the 10th Conference. (rin)

port are disturbing facts. They should be a cause for concern.

It would be tempting and not at all illogical to compare the decline in genuine interest on the part of the people in what happens to the port with a similar loss of appreciation for airports. Only a few decades ago airports were public attractions. Flocks of spectators went out to gaze at planes coming in and roaring up to the disembarkation sites; they

marveled at passengers walking across the tarmac to board their aircraft for faraway destinations leaving those staying behind with a feeling of missed adventure. Airports seemed to have, in addition to their passenger traffic handling function, distinct social and recreational purposes. Now the day-out at the airport is gone together with the glitter of flying which has worn off. What remains are check-in counters, crowded arrival halls and the piercing whine of jet engines.

Ports are different

Thus, ports surely are not the only pivots of economic activity to suffer from an indifferent, take-it-for-granted attitude or worse. But tempting as the comparison may be, ports are in an entirely different category. There are essential differences, both in character and consequences resulting from the continuing process of alienation. Airports, and new mass transportation systems as well, belong to a group of fairly new technological inventions. They catch the public's fancy for innovation and retain its interest for some time but the people after having concluded that it all works (and why shouldn't it?) turn their minds to even more spectacular developments like missiles and space probes. Ports, however, are not new. They have been with us from time of immemorial. Cities have grown up with them and often because of them: inseparable parts of active communities. There used to be a strong identification of the people with "their" port as they almost affectionately called it. They worked in it or depended on it. They lived with it, accepting and actually enjoying their mutual dependence. Ports were the pulsating heart of communities; they brought trade, wealth, challenges and color to cities. They gave substance to that amalgam of functions embodied in the dual term port-city. There was no contradiction here. No collision of interest.

Not so any longer, it seems. Winds of change are affecting the age-old relationship; if not in essence, they at least loosen the affinity citizens have for the economic basis which let us not forget to a large extent supports their way of life. What used to be a closely knit unit seems to break up and drift apart. There is lack of interest instead of acclaim. Does it matter? I think it certainly does and therefore we should try to reverse this trend. One simply cannot cut off the roots of a tree and still expect to enjoy its foliage. Ports will continue to need the active interest if not the affection of large segments of the population they serve. If they lose contact mutual harm will be the result.

The easiest thing to do would be to crucify the people for their waning interest in the port's day-to-day business. It would be easy but not entirely correct. Ports themselves cannot wash their hands and claim their innocence. Without saying that ports themselves are largely to blame it is certainly true that the post-war period has shown economic, technological and social developments which all have more or less seriously affected the role ports have traditionally played in our society and have eroded the solid foundation on which port cities have rested for so long.

Number of causes

Take a random selection of factors which have adversely influenced the public's involvement with the port. First there are causes originating in technological developments. Example: the growing size of ships with their deeper draughts—the outcome of events in international politics or

due to reasons of a much less explosive nature but of an equally convincing nature because of their economic implications. They made it necessary to construct port basins of large sizes and sufficient depths to accommodate the larger tankers. Few cities with port areas at their front door were able to create the necessary facilities to handle such giant vessels at the spots where shipping had been berthed traditionally. Neither would it have been desirable to do so. The result: a gradual shift of newer port areas to other locations, often far away from the center of the town.

This trend gained additional momentum because of the development of advanced transportation techniques such as the handling of cargoes in containers and by ro/ro vessels. The deep quay-side handling areas required by container and roll-on/roll-off traffic very often cannot be found in close-to-the-city port locations. So, in many instances the terminals to handle those modern ships also moved out of sight of the city population. It should also be noted that containers and other modern types of transport added to the volume of cargoes handled thus requiring more space which could not always be found in the older port sections.

Then there are the increasing amounts of dangerous cargoes carried by ships; they certainly do not belong to the categories of cargoes which are best handled in the vicinity of densely populated, built-up areas.

Now we come to another cause of losing touch: there can be no doubt that the shifting of handling facilities for the very large vessels carrying enormous amounts of oil, grain and ore to out-of-sight spots, meant a decrease in awareness on the part of the population of the developments that were taking place in shipping. Yet, their disappearance to more isolated areas was of a far less dramatic consequence than the moving away of the modern type general cargo vessels like container ships. They took over part of the role traditionally held by the conventional type of vessels with which people were familiar. The thinking that engendered the new ships revolutionized the port, changed its appearance, its work and its very character. The whole concept of streamlined transportation and cargo-handling not only led to geographic relocations or cargo handling facilities; it seriously undermined the central position which the port had occupied, until then, in the life of the city and its population. They replaced bags and crates, cartons and bundles, the hotchpotch of goods with neat, standardized aluminum boxes. They also changed the people and the work the people were doing in the port: there was a shift away from muscles to brains, from general labor to skilled workers. If they did not altogether prevent the ship's crews from going to town because of the far-off locations of the newly-built terminals and the quick turnarounds of the vessels, they surely and most effectively shortened the time that could be spent in shopping and relaxing. And, yes, they took away the stench of cured hides and the fragrance of tobacco and spices, bananas and oranges. Gone was the romance of old-time ports with an atmosphere full of scents and smells from other continents. The symbols of an era in which countries had prospered because of shipping and trading vanished out of sight of large groups of people.

Let there be no mistake about it: economically, port operationally and to a large extent also socially the benefits of the changes that have overtaken us are great and applaudable. On the credit side we see a tremendously efficient port, a very much higher productivity of the

people employed, a highly-trained and well-paid labor force and a clean, almost moving belt-like operation compared with the somewhat ant-like activity which was so typical of older port scenes with cluttered-up quaysides and warehouses.

The advantages which the new, properly laid-out ports have brought us are so obvious and manifold that they almost automatically blot out the entries which can be made on the debit side of the ledger. And even then it is a debatable question whether the changes are to be considered bad or good; it seems a highly subjective exercise to put qualifying stickers on certain transformations brought about by new developments. The disappearance of the noise and the diminished hustle and bustle caused by heavy traffic in city streets are not to be deplored if one considers the adverse effects noise can have on our health. And how does one evaluate the smaller number of crew members who are able to shop around, drink a beer and pass the time in the classical waterfront style? And what about the less frequent tooting and whistling waking us up in the morning or keeping us awake at night; the odors, agreeable or offending to the nostrils? Are they to be considered conflicting influences on the good-to-be-in cities we want to create for our citizens?

But whatever they are and however one looks at them, there is no denying that they took away many of the tangible evidences of being a port city. And it were precisely those "messages" transmitted continuously from the port to the people which made port cities different from other communities. They possessed yet another dimension, a lien with the world at large.

Integration

Now, in enumerating the changes which we feel very much affected the port-city relationship we should not forget the most important one: a development much more general and therefore much more poignant than any other we have seen. It was the emergence of the idea of integrated ports in which largescale industrial complexes, mostly needing deep water facilities, that was to have a tremendous impact on the people's appreciation of ports. There is no need to defend the soundness of the approach; its success is so convincing that explanation of the logic of it all seems hardly necessary. Integrated ports offer easy access of large quantities of raw materials to port-based industries. They also supply convenient export possibilities for half-finished or finished products emerging from the same industries. Together they give additional port traffic, increased handling of cargoes, a more diversified and better paid labor force and a less vulnerable economic basis for the area the port serves. And let us not forget that the settlement of heavy industry was not only greeted with warm approval by port managers but by broad segments of the population as well.

The stabilisation of the regional labor market and the boosting of cargo flows in the port may have been beneficial, the rapid deployment of industries in the port, however, created side effects which no-one could have visualized. But its consequences were far-reaching and it is becoming clear to anyone that it is precisely those effects that have a retarding influence on the flexibilities of a port's adaption to new developments and growth. Industry and in particular the types of industry that settle in the port areas gobbled up large chunks of previously rather

unspoiled territory. When on stream—and it took only a limited number of years to reach that stage—they had changed the scene fundamentally: former natural landscape now were parading towering structures and cranes, leaping flames and extensive tank parks. Air and water were carrying the ominous but unmistakable signs of pollution and neighboring people, uneasy because they felt they were being uprooted against their will and consent, were left to answer the question: Where is it all going to end? Vocal groups had their answer ready: In unalterable impairment of our natural surroundings!

It is, of course, of prime importance that a solution be found and a manageable balance be found between what we need (or seem to need) in the way of further developments and what nature allows us to. At this very moment there is the undeniable fact that negative effects which accompanied large-scale industrial development became insolubly connected to port activities. They tend to taint all the other aspects of the port by becoming the focal point of discussions about controversial matters such as the desirability of further growth and industrial expansion. This development paralleled the disintegration, as we have seen, of the traditional unity between city and ports—the two components which for so long had sustained each other—brought about by the changes in the age-old transportation pattern. This falling apart of seemingly inseparable parts underscored the impression that harmonious cooperation between city life and port operations were no longer possible.

Part of society

At this point we need to set some warning signals for ourselves. We should not be so careless as to separate this development from its social surroundings. There is an unmistakable connection between them. We have moved into a different social climate where values are constantly being reappraised. (I am referring to industrialized countries but this does not necessarily mean that less developed countries would not be affected as their development progresses and ports are being built or expanded accordingly).

We add yet another cause of estrangement so far unearthed: work used to be a means to earn money, to gain status and enjoy relaxation. In that order. Large sections of our society are now putting question marks where priorities should lie but there seems to be real doubt whether the first two objectives are still as valid as they used to be. Work no longer occupies—or should we say obsesses—the minds of people. And why should it? Social benefits have taken out much of the sting attached to unemployment—if it does not last too long. Prosperity in Western countries has been so great and prolonged that it has to be taken for granted. The concept of being judged a useful member according to earning power and social status is no longer generally accepted. Success in business has often, it seems, become a rather dubious distinction. Business itself is being viewed with different eyes. Rather suddenly, also, we have been confronted with the fact that our economic growth is based on shaky foundations what with dwindling resources, an expanding world population and dangerous environmental problems.

This all sounds complicated and as a matter of fact we are facing an enormous interrelated problem of great complexity. What it boils down to, however, is this: Ports

(Continued on next page bottom)

COLS Questionnaire goes to 400 ports

Mr. Paul Bastard, Chairman of IAPH Special Committee on Large Ships (COLS) informed the Secretary-General in his December 2 letter that the Questionnaire on the incidents involving ships during manoeuvres in port due to the presence of large ships in port areas has been circulated to some 400 ports, including those ports who were not IAPH members yet.

According to his information, the questionnaire, drawn by Mr. Dixon of Exxon, a member of COLS, was to collect maximum amount of information about the nature, number and severity of the incidents to direct the studies of the COLS for research into the propositions for increasing the safety of the manoeuvres of large ships when approaching and when in the ports. He further informed that the synthesis would not be available for the next conference however.

In order to obtain wider attention and cooperation by our members as well as readers, this office reproduces the full text of the questionnaire and asks for their contribution in responding to the questionnaire.

Replies should be sent to:

*Mr. F.L. Dixon, Senior Analyst, Logistics Department
EXXON Corporation
1251 Avenue of the Americas, New York,
New York 10020, U.S.A.*

He further requests that the copy should be sent to:

*Mr. Paul Bastard, Director, Bureau of Ports
and Harbors, Ministry of Equipment
244, boulevard Saint Germain, 75 700 Paris,
France (rin)*

The Special Committee On Large Ships of the International Association of Ports and Harbors (I.A.P.H.) are working on the safety conditions linked to the presence of large ships in port areas. Our object is to present, during the 10th IAPH conference in Houston in 1977, a series of recommendations for mitigating risks during the manoeuvres of these large ships, and consequently, all ships in the approaches and ports themselves.

We have discovered, from various sources of information, that one out a hundred ships large or small has had machine or rudder failure during manoeuvres. Added to these purely technical incidents is that of the human factor. Unfortunately, a small fraction of these failures have resulted in loss life and damage to port facilities. From this fact, one can estimate that the laws of chance need not be altered. For us, we feel that the "chance" notion should be banned. It is incredible to think that in 1976 where modern techniques enable the utilization of reliable equipment, that certain

(Continued from page 9)

have lost the central position they enjoyed in people's minds. They are considered land gobblers, nature spoilers and are generally associated with the less attractive characteristics of large business. Those are surely unhealthy conditions for a port to function in properly. And properly function they must. If one does not want to hurt at the very core the wellbeing of the cities, regions and even much larger areas the ports are serving. This is a fact that has to be brought home to the people, consistently and persuasively. And honestly. Ports have a disproportionate outreach into the lives of people. Ports have to develop: if they do not, they will cause stagnation of a far greater magnitude that "just an economic slowdown. But it is impossible for port managers to realize their plans if they lack the support of the people among which they operate. The necessary support, however, will not be forthcoming if the people are not convinced of the need for development and do not recognize fully the impact of ports on our society.

Action needed

I am well aware that I have not been putting surprising new facts before you. They must be wellknown factors with which port managers have been working in many parts of the world. What surprises me, however, is that there has been no concerted efforts to devise remedial actions on a global basis. The IAPH Membership Directory 1976 lists no less than seven special committees: on International Development, Large Ships, Containerisation, Barge Carriers,

Legal Protection of Navigable Waterways, etc. There is not a single doubt in my mind that the subject matters these committees are dealing with are of great importance to a great number of ports. But of overriding importance to all ports, I think, is the communication process between ports and people with the objective to close the gap and reestablish a common purpose. We may plan what we want: if people do not want to accept our projects, they will not be realized. Or if they are pressed through we may fear that additional alienation will result. What ports need most of all is the massive interest of people in what ports are doing.

I am well aware of the fact that many people like me and the port authorities they serve are working precisely to reach just that objective. What I would like to propose is that we start working together, on a global scale. Could anyone convince me that it would be unwise for the IAPH to establish a Special Committee on Communication? One of the first things such a committee could do is to proclaim a Worldwide Day of the Port to make it clear to people in every country and to their leaders that ports are public service instruments. Ports cannot be continually harassed and hindered in adapting in time to the changing needs of the world. People should be made aware of the fact that hurting a port may be tantamount to hurting a community's best interest. We see a proliferation of action groups very often serving extremely worthwhile causes. What we need are action groups for the ports. We should be pleading our case before the people persistently, honestly and, hopefully, convincingly.

ships do not even possess basic safety means enabling failures of main equipment to be repaired. It is unthinkable that a failure in the slightest piece of machinery should deprive a 250,000 tonner of its autonomy even for a few seconds, or that a smaller ship can be out of control and ram another vessel underway, at anchorage or at berth.

In order to find the right basis for this work a questionnaire has been written, a copy is enclosed, and we would appreciate your filling it in. We feel that the Harbor Masters and Pilots are probably the persons most apt for this. We believe that a census should be taken on all incidents no matter how small, inconsequent or brief.

We apologize for asking for your help once again but we hope that your information will enable us to find concrete solutions for a better port safety.

P. BASTARD
Chairman of IAPH's COLS

HARBOR _____

SURVEY FAILURE MODES OF SHIPS IN HARBOR-PILOTAGE WATERS

Period covered from _____ to _____

Number of ships with pilots aboard _____

Number of ship failures _____

Engine _____

Rudder _____

Navigation Equipment _____

Other _____

Number of these ship failures that resulted in damage

Engine _____

Rudder _____

Navigation Equipment _____

Other _____

Brief description of each failure
(attachment) _____

Description of your port:

- Chartlet showing inner harbor and approaches
- Other data on environmental conditions such as tide, wind, current
- Mark where incidents have occurred
- In narrative outline those areas in your port where a ship failure would not result in an incident (e.g. in wide fairway, at anchorage or lock)

Do you have any observations or comments for the committee?

Is there any routine appraisal made as to what ship's equipment is inoperative prior to arrival in port?

If so, are special steps taken when shipboard redundant equipment is inoperative or has prior history of failure?

AMPLIFYING INSTRUCTIONS

Period covered—if possible, five years would be appropriate unless there is a more complete logging of difficulties for a more extended period.

Number of ships with pilots aboard: Do not include the smaller vessels which would not normally be reported.

Capt. Bathurst Retires from the UN



Capt. J. Bathurst

Jack Bathurst OBE., FCIT., Master Mariner, who is well-known to many people throughout the world connected with maritime transportation, retired from the United Nations at the end of last year and returned to Canada, where he intends to reside in Halifax, Nova Scotia. He will, however, remain active in port and shipping affairs and hopes to maintain some of his world-wide contacts by continuing to provide advisory services in a private capacity.

From late 1970 until his retirement at the end of 1976, he was the Interregional Adviser on Ports and Shipping, at the Principal Officer level, with the Shipping Division of UNCTAD, Geneva.

For seven years prior to this, as Senior Economic Affairs Officer, he was responsible for maritime and multi-modal transport activities within the Department of Economic and Social Affairs at U.N. Headquarters, New York.

During his more than thirteen years with the U.N., Mr. Bathurst has had an extensive global experience and provided advisory services and technical assistance inputs to governmental and quasi-governmental organisations engaged in maritime and multi-modal transport at the regional,

Number of ship's failures: Record these in categories listed.

Brief description of each failure:

Tell in one paragraph pertinent information such as:

- Type of ship failure—e.g. blackout, rudder jamming
- What specific component failed—e.g. feed pump, generator
- Why didn't backup system work—e.g. don't know backups out of service also
- Where it happened—e.g. adjacent to dock, in fairway, at bend in river
- What speed—e.g. 3 knots, 6 knots
- What operation—e.g. channel passage, docking
- Escort tugs—how many
- Persistence—how long condition lasted, 5 minutes, 1 hour



Mr. Bathurst (far right) at the 4th Conference in London 1965

multi-national and national levels to more than 55 developing countries. He has been responsible for developing several major aid projects and for organising and/or lecturing at a number of seminars and training courses. He has also written, or been responsible for the published content of, several U.N. Sales Documents, as well as technico-economic and policy papers relating to various aspects of maritime transport affairs. Additionally, he has represented the United Nations, UNCTAD and IMCO at a number of conferences of international and regional organisations as well as maintaining a close working relationship with other international organisations such as ICHCA and IAPH who have special consultative status with the U.N. and UNCTAD.

Mr. Bathurst was of material assistance to the Secretary-General of IAPH in enabling the organisation to achieve consultative status with both the United Nations and UNCTAD. The creation of the Port Development Committee was one of Mr. Bathurst's ideas. With the late Gaku Matsumoto, the then Secretary-General, and with Lord Simon, the then President, and Austin Tobin, one of our Directors at that time, he was instrumental in helping to institute this important Committee while representing the U.N. at our 1965 Biennial Conference.

It was because of this close interrelationship between IAPH and the Transport Section of the Department of Economic and Social Affairs in the U.N., New York, that Mr. Tobin became Chairman of the newly formed Port Development Committee. The two bodies maintained a very close working relationship until 1970, when the U.N. transferred its technical assistance activities in ports and shipping to UNCTAD, Geneva. Mr. John Lunch, Director General of the Port of London Authority, later assumed the Chairmanship of the IAPH Port Development Committee so that its principal officer would be geographically closer to UNCTAD in Geneva and thus facilitate the continuation of the close co-operation which had existed previously in New York.

Mr. Bathurst has represented the Secretary General of the United Nations or UNCTAD at all our biennial conferences since 1965, except the sixth conference in Melbourne. However, a paper on U.N. Technical Assistance Programmes to Ports prepared by him, was presented at this latter conference by the late Sir David Owen. (Head Office)

Bargecon 77-Hong Kong

As reported in the July 1976 issue of this journal, the Executive Committee met at Curacao, the Netherlands Antilles, approved, among others that IAPH should give its support through the journal to a 3-day conference on barge carriers and their potential in the 1980's, Convention Centre, Hongkong, June 7, 8 & 9, 1977.

Mr. D.H. Deere, Editor of Shipping World & Shipbuilder, the organizer of the conference, recently communicated with IAPH Secretariat to inform the details of the event. For the benefits of our members and readers, we reproduce the provisional programme and other information received in this issue as follows. (TKD)

• Provisional programme

DAY 1

THE STATE OF THE ART. An outline of the types of barge carriers available, services offered, world areas covered, current construction and order situation.

ECONOMIC CONSIDERATIONS. Frequency of service, cargo types, and mixes, commodity flows, construction and operating costs, breakeven load factors, demurrage, multi-purpose carriers (ro/ro, container, barge) cost comparisons.

SERVICE EXPERIENCE WITH 'LASH'. Costs, handling times, weather restrictions, user reaction, port authority acceptance. Design, powering and capacity changes in the light of experience. Manning and maintenance levels.

SERVICE EXPERIENCE WITH 'SEABEE'.

SERVICE EXPERIENCE WITH 'BACAT'.

BARGE HANDLING, OFFSHORE AND UPRIVER. Tug requirements, berthing and mooring difficulties, weather and draught limitations, Customs requirements and classification society requirements.

BARGE DESIGN AND CONSTRUCTION. Materials, sizes and special configurations, damage repair and maintenance, compatibility with tugs, specification and seaworthiness requirements.

DAY 2

THE ROLE OF BARGE CARRIERS IN INDIA'S SHIPPING POLICY. The economic and practical operational reasons why India sees barge carriers as a major item of her future shipping transport policy.

BARGE CARRIERS IN THE ARAB STATES. Plans for acquiring tonnage and setting up an operational structure. Suitability of barge carrying vessels for the Middle East.

POTENTIAL FOR BARGE CARRYING SYSTEMS IN OTHER AREAS OF THE WORLD. A wide-ranging review of prospects, potential and plans for barge carriers with particular reference to Africa, South America and the Far East.

PORT REQUIREMENTS. Weather, draught, navigational issues, terminal design, cargo handling, integration with other systems, cargo handling rates, throughput and berth occupancy. Towage requirements. Congestion.

ONE PORT'S EXPERIENCE. What difficulties arise? What about manning problems, transport of cargo inland, handling problems, weather restrictions, compatibility with other port users?

PORT PANEL DISCUSSION.

DAY 3

CLASSIFICATION SOCIETY REQUIREMENTS. Water-

tight integrity, load lines, draught and freeboard measurements. Design and safety standards for shipboard handling equipment; securing; certification.

REGULATORY REQUIREMENTS AND STANDARDISATION. Acceptability of barges on inland waterways, and regulations imposed by inland waterway authorities. The special case of US subsidies and their impact on international and inter carrier operations. Carrier and barge, flag and registration matters. The need for international standards; the role of ISO, the United Nations and other international organisations and the action being taken by them.

INSURANCE AND LEGAL ASPECTS. Ships, barges and cargoes. Claims procedures, liability, damaged cargo experience, ship damage.

CONFERENCE PANEL DISCUSSION.

• Speakers

The world-wide faculty of speakers and chairmen includes: H.M. TRIVEDI, Minister of State, Shipping and Transport, India;

CAPTAIN JACK BATHURST, Inter-regional Adviser on Shipping and Ports, UNCTAD, Geneva;

COMMODORE GAMAL-ELDIN AHMED MOUKHTAR, Director General of the Arab Maritime Transport Academy, Alexandria;

CAPTAIN A. WEPSTER, Netherlands Maritime Institute, Rotterdam;

IAN CHRISTIANS, McKinsey & Co. Inc., London;

DAVID J. SEYMOUR, David J. Seymour, Naval Architects and Marine Consultants, San Francisco;

K. TACHIBANA, Principal Surveyor, American Bureau of Shipping, Tokyo;

G. DRØHSE, President, G. Drophse, Denmark;

A. de MAERE d'AERTRIJCKE, Manager, Henrijean & Cie, Belgium;

K. COOPER, Chief Executive, Medway Ports Authority, UK.

J.L. GOLDMAN, Friede & Goldman Inc, New Orleans;

A.H.C. STIRLING, Partner, Posford, Pavry & Partners, London

PROFESSOR H. LINDE, Technical University, Berlin

O. HELLMAN, Navire Cargo Gear (S) Gothenburg

Dr. PETER J.S. CHENG, Naval Architect and Marine Consultant ICHCA; Hong Kong.

CONDITIONS OF REGISTRATION FOR BARGECON 77

The conference fee of US \$400 includes entry to the conference, preprints of the papers, three business lunches, refreshments, the gala evening, a cocktail party and a copy of the edited verbatim report of the whole conference, papers and discussions, when it is published after the event. Fees should be paid on registration. Cheques should be made payable to Bargecon 77. U.K. residents can pay in sterling at the rate applying on the day the transaction is made.

We recognise that senior executives' schedules are subject to change; therefore fees will be returned in full for cancellation received before May 20th 1977. No fees will be returned for cancellations after that date but substitutions can be made at any time. Delegates should note that the travel package may be difficult to transfer at a late stage.

If extra details of the conference or travel packages are required, please contact:

BARGECON 77 CONFERENCE OFFICE
21 LEWES ROAD, HAYWARDS HEATH

WEST SUSSEX RH17 7SP ENGLAND

Tel:-0444 50476

Introducing the PORTBRÁS

As reported in the November 1976 issue, Mr. Arno Oscar Markus, President, and Mr. Carlos Mello, Chief, Planning Division Portobras gave us an assurance in supplying us with the information about their ports, during their visit to this office in September. Thanks to their good cooperation, this office was given with the article "An Outline of Port Developments in Brazil" to be introduced to the members (Text is on page 20.). (rin)

Membership Notes

New Member

Regular Members

Philippine Ports Authority

Port Area, South Harbor, Manila

Philippines

Office Phone: 47-92-04 or 47-84-72

(Col. E.S. Baclig, Jr., General Manager)

Empresa Nacional Portuaria

P.O. BOX 18, Puerto Cortes, Honduras, C.A.

Office Phone: 55-0110

Cable Address: ENPORTUARIA

Telex No.: 5402 ENAPORTO HT

(Mr. Antonio Jose Coello, General Manager)

Associate Members

Dames & Moore (Class A)

445 South Figueroa Street, Suite 3500

Los Angeles, Ca. 90071, U.S.A.

Office Phone: (213) 683-1560

Cable Address: DAMEMORE

Telex No.: (910) 321-4299; (910) 321-4307

(Mr. James B. Thompson, Senior Adviser)

Sea Containers Services Limited (Class A)

1, Hanover Square, London W.1, U.K.

Office Phone: 01-409-0241

Cable Address: SEATAINERS LDN

Telex No.: 27553 (SCLDN G)

(Mrs. T. Stevenson, Director of Public Relations)

Administration and Operation of The Port of Antwerp

City of Antwerp General Management of the Port

Antwerp, Belgium:—The management of the port is a part of the city administration. The City of Antwerp is the owner of the docks and the entire port area. The City also owns and operates the larger part of the port equipment.

The port installations are located on the territory of the city of Antwerp and every time the port extension required it, the city borders were shifted. In 1959, under the 10 Years-Plan for port extension (laws of July 5th, 1956 and complementary law of April 15th, 1958) the city territory was increased from 8.689 hectares to 13.982 hectares (from 21,470 acres to 34,550 acres) by the law of April 15th, 1958.

The River Scheldt belongs to the domain of the state administration and management. The Scheldt quays (about 5 kilometres or 3 miles) are state property, the equipment however is city property. By the conventions of January 18th, 1874 and May 8th, 1895 between the State and the City, adapted by the convention of January 30th, 1939, the city of Antwerp runs the exploitation of the Scheldt quays.

The Management of the port is based on the laws on the administration of the Belgian municipalities.

The highest authority therefore is the **City Council**, consisting of 45 representatives elected by the population for a period of 6 years. The Burgomaster is appointed by the King on the proposal of the City Council. The number of members of the City Council is fixed by law according to the number of inhabitants.

All municipal councils are subject to the guardianship of the **Provincial Government** and the **King**. Some decisions of the City Council therefore require approval of these authorities, for example the regulations on port operation and harbour police.

The daily administration of the city and the port is in the hands of the **Board of Burgomaster and Aldermen**, elected by the City Council. In common agreement the members of the Board of Burgomaster and Aldermen decide on the division of the functions. The Alderman of the Port is especially charged with port affairs.

The Board of Burgomaster and Aldermen which has permanent procurations, executes the decisions of the city council and therefore disposes of various civil bodies standing under the direction of the **Town Clerk**. The payments and receipts of the city are handled by the **Municipal Collector** who is directly responsible to the Board of Burgomaster and Aldermen.

The municipal services which are directly involved in the administration and management of the port, are grouped in the "Port Administration" (Havenbedrijf). The head of this body is the **General Manager of the Port**, who takes care of the general administration and coordination of the port services and who represents the Port Administration in all relations with the port users and public bodies. On behalf of the port administration, he gives advices and makes propositions to the Board of Burgomaster and Aldermen in harbour matters. He stays of course in close contact with the Alderman of the Ports.

The General Management of the port administration includes two sections:

a) **Department Management and Operation**: which deals with the problems of general policy and current operation, which handles the coordination and supervision of the executive services, the public relations and representation of the port, the commercial promotion, the industrialization and port extension projects over the whole port area.

b) **Department Study and Prospection**: which is responsible for the study work, documentation, statistics, publications, publicity, commercial information, trade fairs, harbour days and prospection work.

The "port administration" includes several services for the operation, extension and upkeep of the port installations:

1) **The Harbour Master's Office**: includes two branches: the "nautical department" and "the department quays and sheds". The head of the Harbour Master's Office is the Harbour Master.

a) **The Nautical Department**: head of this department is the commanding Harbour Master himself. This department has, besides its task as a police force, to take care of the quick turn-round of the seagoing vessels and barges, and to provide adequate berthing space, day and night, throughout the year. The subject department has a leading, ordering and activating function.

The coordination service: organizes the traffic of incoming and outgoing vessels.

The tug service: assists seagoing vessels and barges in the docks, if required.

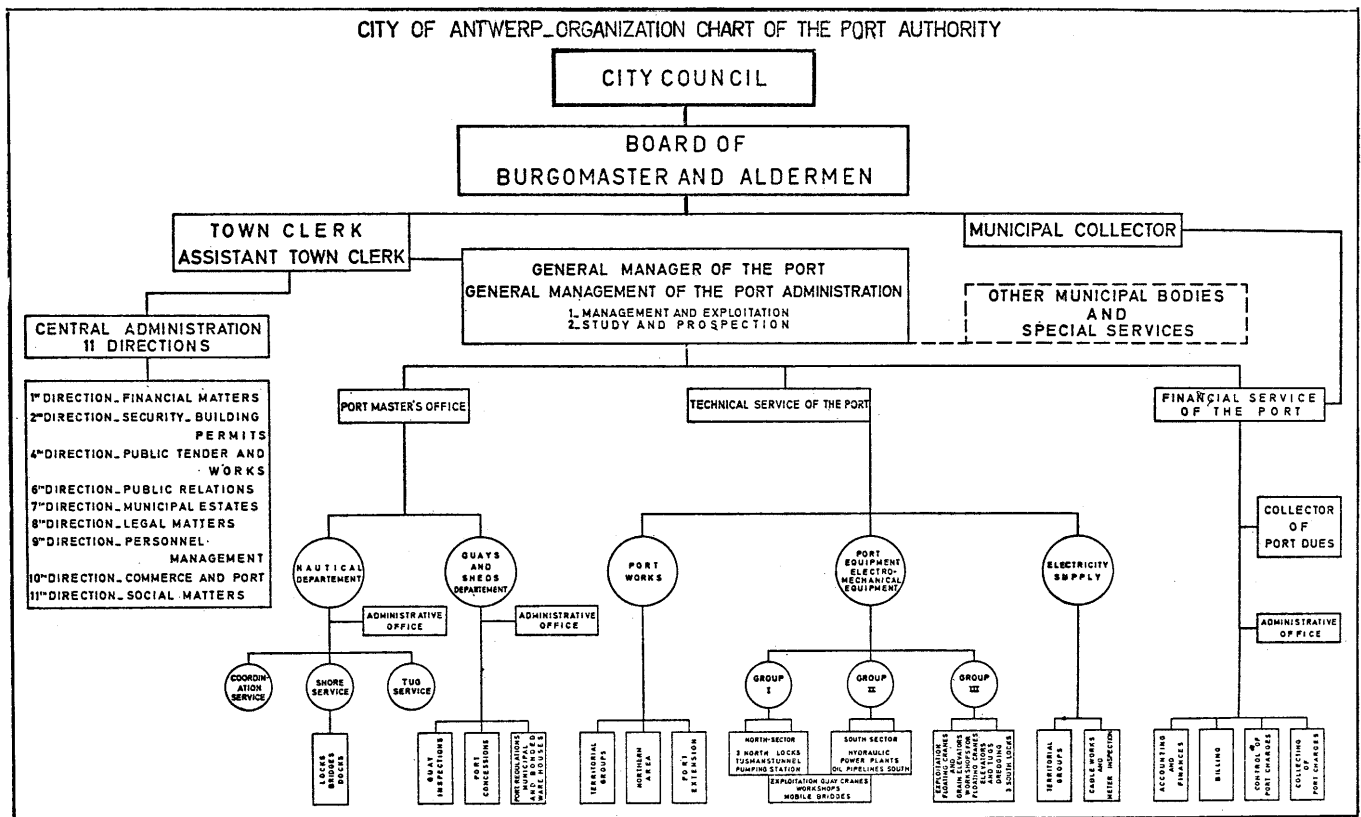
The shore service: must take care of a safe berthing and fast traffic. It leads the operation of:

- the locks, where the lockmasters are in command,
- the city drydocks, where also a lockmaster is in charge,
- the bridges,
- the berthing spaces in the docks, where the port captains are in charge. They also control the observance of the port regulations and have the authority of an officer of the judicial police.

b) **The department quays and sheds**: head of this department is a director. It is charged with the concessions of quays, sheds, sites and cranes, the control of cargo storage on the quays and under the sheds, the operation of the municipal warehouses and the control on the application of port regulations.

— **the subdivision port concessions**

- examines and handles all questions in connection with short- and longterm concessions of quays, sheds, sites and quaycranes, except for the nautical and technical aspects of same;
- supervises the application of the concession agreements,
- gathers the information required for billing, book-keeping and statistics of concessions,
- takes care of the eventual reclaim of the "fixed assets advance levy" and the charges for portroads of the quay- and site concessions.



– **The subdivision quay-inspection:**

- controls the use of all sheds and quays, given in concession or not, and of all sites behind the quays, especially in connection with arrival, storage and departure of goods unloaded or to be shipped, the obligatory cleaning of the quays and the damage caused to municipal installations,
- controls the application of the regulations in connection with the port operation;
- controls the use of municipal quaycranes and private motor cranes.
- gathers the information for statistical purposes on the operation of the berthing space.

– **The subdivision port regulations, municipal and bonded warehouses:**

- controls the application of the port regulations in connection with the use of quays and sheds.
- handles the management and operation of municipal warehouses in the port area.
- cooperates in the management of the municipal bonded warehouses.

2) The Technical Service of the Port:

The head of this service is the directing chief engineer. It includes three divisions:

- a) **The Department harbour works:** which is charged with the planning, construction and upkeep of docks, locks, bridges, quaywalls, municipal sheds, warehouses and premises. Some works are carried out by the department itself. It draws the plans for extension works and controls the execution of same. It gives advice in connection with concessions, leasing and building requests. It disposes amongst others of a laboratory for the testing of building materials.
- b) **The Department of port equipment** is charged with:
 - the planning and control on the construction of:
 - mechanical and electrical port equipment: cranes,

tugboats, dredgers, grainelevators, etc.

- the mechanical parts of bridges, locks, etc.
- the upkeep of municipal port equipment.
- the operation of the municipal port equipment except for the tugboats. This department also takes care of the dredging works in the port and the distribution of drinking water to seagoing vessels and barges.

c) **The electricity supply department:** is in charge of the supplies of electric power in the port area, of the public lightening, the supplies of power to private users, cranes, bridges, locks and service buildings. The department also takes care of projects and studies, the construction and the upkeep of electrical installations in the service premises.

3) The Financial Service of the Port

The head of this service is a director. The collector of port dues, who is a member of this service, is directly responsible to the city collector.

The service includes four branches:

- a) **The subdivision bookkeeping and finances:** books the receipts and expenditures of the port and makes the budget and the administration accounts of the port;
- b) **The subdivision billing:** makes the invoices for the port users on the basis of information supplied by the other port operational services;
- c) **The subdivision control of port charges:** controls the port charges accounts and the calculations for all concessions and rents;
- d) **The subdivision collecting the port charges:** keeps the cashbook of the port charges and collects the accounts; the receipts are transferred to the city collector.

Moreover, several directions of the central administration directly supervised by the Town Clerk, intervene in the port administration. These directions have specific ad-

(Continued on next page bottom)

Wellington Harbour Board Chairman's Annual Address

From Annual Report & Accounts for the Year Ended September 30, 1975

Mr. H.A. James, Chairman
November, 1975

The Members of the Wellington Harbour Board:

I have pleasure in reviewing the operations of the Board for its 96th year, which ended on 30 September 1975.

Shipping Arrivals for the year totalled 7,245, 509 net register tons, a decrease of 623,336 tons or 7.9% on last year's figure of 7,868,845 tons which was a record for shipping arrivals.

The manifest tonnage of cargo passing through the port totalled 5,440,006 tons which was a decrease of 346,387 tons or 6.0% on last year's record tonnage of 5,786,393 tons. The principal decrease was in general cargo of 279,982 tons (6.4%). Coal decreased by 3,064 tons

(24.7%); molasses in bulk by 285 tons (8.4%); oils in bulk by 59,979 tons (5.6%); bitumen in bulk by 2,308 tons (15.4%); timber by 3,240 tons (27%); and wool and skins by 857 tons (1.0%). An increase was recorded in cement in bulk of 1,921 tons (1.6%). The overall decrease can be accounted for by the world economic situation which has prevailed over the year under review.

The Annual Accounts, which will come formally before the Board in March next year after completion of the Government Audit, show a balance of \$593,332 in the Working Account as compared with \$1,519,873 last year. However, after meeting loan repayments, payments to Sinking Funds and contributions to Special Funds, there was a surplus of \$97,854 in the Appropriation Account compared with \$645,818 last year.

Income rose to \$9,305,422 (last year \$9,222,817) due to the buoyant level of trade during the first half of the year and an increase in the Board's charges from 1 October

(Continued from page 15)

ministrative functions and form the link between the executives and the Board of Burgomaster and Aldermen. Each of these directions has its own specialisation.

The **1st Direction** handles financial matters; the **2nd Direction** takes care of building permits and is also in charge of the security in the port; the **4th Direction** deals with the administrative formalities in connection with public tender and works; the **6th Direction** is in charge of certain public relations in connection with the port; the **7th Direction** handles expropriations for the port; the **8th Direction** handles all legal matters in connection with port management; the **9th Direction** administrates the personnel; the **10th Direction** deals with commerce and navigation and is therefore especially involved in the port operation; the **11th Direction** deals with social matters.

The loading and unloading of seagoing vessels and barges as well as cargo handling are private activities. The intervention of the municipal services is limited to the supply of municipal equipment and its personnel.

As in most ports, some services in the port of Antwerp belong to the competence of the State. The services of the **Ministry of Public Works** and the **Ministry of Communications**, which deal with shipping matters at Antwerp, are combined in the service, in order to coordinate their activities, under the name "**Antwerp Maritime Services**", directed by an "Inspector General". The **Antwerp Maritime Services** are responsible for the beacons and buoying of the Scheldt fairway, the sea- and river pilot service, the shipmeasurement and the control of the seaworthiness of the vessels.

The buoying of the river is effected by the Antwerp Maritime Services, which co-operate with Dutch services, doing the same work for the Dutch section of the river Scheldt.

Other responsibilities of the State are the **River police**, the **customs service** and the **sanitary inspection**.

The **railway equipment** of the port is the property of the

National Company of Belgian Railways, which operates the facilities for its own account.

Cargo handling, transportation, watching of goods and vessels, storage, shiprepairing etc. are activities of the private firms. Private firms also operate the **tugboat-service** on the River Scheldt and **pilot service** in the docks.

This summary of the organic structure of the port would be incomplete, if the bodies grouping private enterprises in the port and representing various professional interests, were not mentioned. These bodies such as the Chamber of Commerce and Industry, the Association of Port Interests (Assiport), stevedores, cargo handles, forwarders and carriers (trucking companies, rivercraft owners etc.) contribute, in collaboration with the city, to the co-ordination and rationalization of port activities.

As a complement to the above survey of port administration and operation, are listed hereafter the main names and addresses of the described services:

- Port Administration: City Hall, Grote Markt. Mr. R. Vleugels, General Manager of the Port—phone 31.16.90
- Department Management and Operation: Mr. F. Suykens, Deputy General Manager, City Hall. (same address).
- Department Study and Prospection: Mr. C. Verschueren, Assistant General Manager, Minderbroedersrui 49—phone 32.27.35—31.33.92.
- Harbour Master's Office: Brouwersvliet 6—phone 31.06.80. Mr. J. De Decker, Harbour Master.
 - a) Nautical department: Mr. J. De Decker, Harbour Master.
 - b) Department quays and sheds; Mr. A. Moonen, Director.
- Technical Service of the Port, Brandweerkazerne, Kaai 63—phone 31.09.20.
- Financial Service of the Port: Brouwersvliet 6—phone 31.06.80 Mr. F. Gommers, Director.
- Municipal Laboratory: Schilderstraat 41—phone 38.30.68 Mr. J. Clement, Chief-chemist.

1974, resulting in a record in revenue being set.

Working expenditure increased to \$5,744,671 (last year \$4,928,146) mainly due to increases in salaries and wages and an increase of \$109,855 in subsidy contributions to staff superannuation. Expenditure on repairs and maintenance \$969,618, (last year \$855,340) reflects the escalation in the cost of wages, materials and services which has to be met by the Board. Interest increased in line with the past trend to \$1,383,712. The increase of \$99,082 was \$19,638 more than last year's increase of \$79,444. Depreciation charged in the Working Account decreased by \$20,738 due to a greater proportion of assets being created from loan moneys. Payments to sinking funds and loan repayments also increased significantly to \$473,755 (last year \$435,885) overall loan standing charges increased from \$1,720,515 to \$1,894,242 or by \$173,727.

The Board's total wage bill this year was \$5,882,454 compared with \$5,073,042 last year. The full impact of adjustments announced in the past year will further increase the wage costs in the next financial year.

Loan money raised during the year amounted to \$4,135,270. Loan liability increased from \$23,340,981 to \$26,402,608 of which \$11,785,478 is repayable on a table basis and \$14,617,130 by the sinking fund method. Sinking funds now held amount to \$1,472,809.

Capital expenditure totalled \$5,520,769 of which \$4,861,232 was provided from loan money and the balance, \$659,537 from revenue sources.

The principal items of capital expenditure for the year were:

Thorndon Wharf Development	\$1,804,025
Rail Transfer Crane Purchase	\$1,053,000
Second Container Crane Progress Payments	\$ 978,225
Point Howard Wharf Development	\$ 642,341
Harbour Tug Progress Payments	\$ 263,081
Purchase of Twelve Forklift Trucks	\$ 195,449
Lambton Harbour Development	\$ 156,323
Harbour Survey Hydrographic Equipment	\$ 70,326

Early this year it became obvious that to be able to handle efficiently the increase in trade forecast from 1977 onwards the Board urgently needed to expand the Thorndon Container Terminal to the minimal requirements to meet this trade.

In February the Board made application to the New Zealand Ports Authority for its consent to expend from money to be borrowed for:

- \$5,871,000 for the purpose of reclaiming approximately 10 acres (Area 3), extending and developing the Thorndon Container Terminal and associated works.
- \$5,665,000 for reclaiming approximately 11.4 acres (Area 4) for extending and developing the Thorndon Container Terminal and associated works.
- \$2.5 million for the purchase of a third container crane.
- \$1.8 million for purchasing a third Voith Schneider Tug.

Application was made to the local Authority Loans Board subject to the requisite approvals for its sanction to the borrowing of these amounts for the works specified.

In addition it was necessary to apply to the New Zealand Ports Authority and the Local Authority Loans Board for smaller amounts to cover escalation costs of \$500,000 at the Thorndon Container Terminal and \$100,000 for the

Second Container Crane.

Area 3 is now being reclaimed and arrangements are in hand for the supply and manufacture of the additional Voith Schneider Tug to be named "Ngahue".

Awaiting authority to proceed are the reclamation of (Area 4) 11.4 acres at the Thorndon Container Terminal and the purchase of the third container crane.

The assistance given by the Board in the negotiations ensuring the smooth transfer of operations at the Thorndon Container Terminal from the Maritime Container Terminal Company to the New Zealand Shipping Corporation was much appreciated.

The new operating Company, Container Terminals Ltd. incorporates all the present container shipping lines working the Port of Wellington, with provision for other lines to be serviced by the Company.

Although no separate major works were completed, various extensions to the Thorndon Container Terminal were brought into service. These included a substantial canopy to the South East of Shed 39, a new amenity building to the north of Shed 45, and a new Straddle Carrier maintenance building.

Work continued during the year on the extension to the back-up area, giving an additional paved area of approximately 10 acres.

Further progress was made on the new Break-bulk Shed (37) of 100,000 square feet, and also on other Terminal facilities.

The 32½ ton Rail Transfer Crane was purchased from the New Zealand Railways on mutually satisfactory terms for \$1,053,000. Following necessary maintenance and testing it came into service on 28 July.

In addition to supporting the Harbours Association submissions, the Board made independent submissions proposing a three region concept of harbour administration to the Government Committee set up to consider the consultative document, "A New Direction for New Zealand Transport".

Together with Mr. Perry and the General Manager, I attended the meeting called by the Local Government Commission for the purpose of initial consultation with Local Bodies within the Wellington area.

A Special Meeting of the Board was held on 18 June enabling a Committee of the Local Government Commission to meet the Board and discuss our submissions prior to the presentation of their provisional regional scheme.

The Board was represented at the Urban Development Association "The New Constitution" Symposium by Mr. O'Regan, the General Manager and the Chief Engineer. The Symposium was held at Victoria University, Wellington, from 20 to 22 August 1975 and related to the Local Government Act 1974.

The Harbour and City Liaison Committee continues to provide a common meeting ground, affording the opportunity for representatives of the Board and City Council to discuss matters of mutual interest which affect the Board and City.

To enable the City Council to develop the surrounding edge of the Lagoon, the Board agreed to vary the H/1 Agreement, to a new less restrictive line. The Board's share of the H/1 Scheme has nearly reached completion with the surfacing and fencing of the open area, the modernisation with attractive planting and the repainting of the Wharf Administration Buildings has given the Queen's Wharf area

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Dar es Salaam traffic figures go up in 1975

Dar es Salaam (East African Organ of the Harbours Corporation, quarterly, Bandari Zetu, No. 38):—Total traffic handled at the four East African Maritime ports went down by 6.6 per cent in 1975 as compared to 1974. Provisional figures indicate that in 1975, a total of 10.3 million tons of imports and exports passed through the four ports as compared to more than 11 million tons in 1974, the highest performance ever achieved.

Lower tonnages were recorded at Mombasa, Tanga and Mtwara, whereas Dar es Salaam recorded higher tonnages in 1975 than in 1974.

Total throughput at Dar es Salaam Port in 1975 was approximately 3,871,765 tons comprising 3,077,451 tons of imports and 864,314 tons of exports.

In 1974, total throughput at Dar es Salaam was 3,689,077 tons of which 2,841,385 were imports and 847,692 exports.

Due to its strategic position Dar es Salaam port came under greater strain when political changes in Angola interrupted the flow of Zambia traffic through the port of Lobito. Nearly 50 per cent of goods at present handled at Dar es Salaam port are for Zambia.

The decline in traffic in 1975 at Tanga and Mtwara amounted to 3.9% and 12.3% respectively. Tanga handled (figures for 1974 in brackets) 380,039 (395,356) tons, while throughput at Mtwara was 173,893 (196,343).

Total throughput at the Port of Mombasa during the year 1975 was approximately 5,947,722 tons inclusive of both dry and bulk cargo. This tonnage was made up of 1,798,202 tons of dry general cargo which included 859,166 tons of imports and 942,036 tons of exports, while the remaining 4,149,520 tons accounted for the total bulk cargo handled comprising 3,303,805 tons of imports and 360,416 tons of exports respectively.

The 1975 total throughput was 574,355 tons less than the total tonnage handled in 1974 when 6,522,077 tons were handled, and less by 777,878 tons compared to the total tonnage handled in 1973 which had a record total of 6,725,600 tons.

The decline in traffic during the year 1975 was partly due to the general world wide economic recession and partly due to the continued tighter control measures by the

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a new pleasing appearance.

Meetings of the Harbour Survey Executive have been held to receive progress reports from the various working committees, and the Board has been kept informed of the progress of the survey.

In future harbour planning, the information available from this survey will be of inestimable value.

It is expected final reports from these Committees will be completed later this year or early in 1976.

From 8-15 March, accompanied by the Assistant General Manager, I attended the 9th I.A.P.H. Conference held in Singapore. The contacts, discussions and the information obtained made this a valuable forum. I wish to thank Mr. R. O'Regan for acting as Deputy Chairman in my absence.

Mr. R.R. Reeves, General Manager, who has guided our administration with great distinction through an intense period of development over the last eight years gave notice of his intention to retire on 31 December 1975, which was approved in July.

Mr. J.F. Stewart, at present Assistant General Manager, was appointed to the position of General Manager to succeed Mr. R.R. Reeves on 1 January 1976.

Progress on the Seaview Oil Berth has continued, the adverse conditions encountered making progress slower than hoped for.

No physical progress has been made on the construction of the Lowry Bay Boat Harbour, pending further investigation into Environmental matters; in due course this will be completed and other areas servicing the needs of pleasure boats will have to be further developed.

The Kaiwharawhara development is at a standstill pending the production of an Environmental Impact Report; development here must proceed steadily in the future enabling the relocation of Port facilities and to provide for bulk cargo needs.

The future utilisation of our land at Evans Bay, and the development of further facilities there is at present being studied by a Special Committee of the Board. It is expected a report will be presented to the Board in the not too distant future.

The Maritime Museum continues to attract many visitors, to date 68,600 people, including many organised parties of school children, have viewed the large range of exhibits. The next move will be to find a suitable building to expand into.

The Board accepted with regret the resignation of Mr. W.J. Brown, representing the City of Porirua and the Borough of Tawa. A nominated replacement representative is expected to be promulgated shortly.

The year under review has been one of extremes commencing with a period of congestion and ending with a decline in shipping arrivals and cargo handled, coupled with increases in costs, ended with a less favourable financial result when compared with previous years and is necessitating a review of charges. However, the year has been one of intense interest, with the planning and the subsequent development started will ensure that the Port of Wellington will be able to meet the cargo handling requirements of the region it serves and beyond, well into the future.

I desire to express my sincere thanks to the Members of the Board for their time, thought and co-operation they have given so generously during this intense period of development and re-organisation.

To the General Manager, the Chief Engineer, other Officers and the staff in all departments, I convey my sincere appreciation for their conscientious and loyal services to the Board throughout the year.

Also I acknowledge the services given by the Press and News media to the Board in its endeavour to keep the people of our region acquainted with the plans and activities of the Wellington Harbour Board.

Port Management Association Meet in Dar es Salaam

Dar es Salaam (East African Organ of the Harbours Corporation, quarterly, Bandari Zetu, No. 38):—The Fourth Council Meeting of the Eastern Africa Port Management Association took place in Kilimanjaro Hotel, Dar es Salaam from 1st to 4th March, 1976.

Formed in 1973 and drawing its members from twelve countries in Eastern Africa, the association has as its primary objective to seek the improvement, co-ordination and standardisation of operations, equipment and services of the ports in the region.

The conference was opened by the Tanzania Minister for Transport and Communications Ndugu Alfred Tandau who was welcome to the conference by Mr. P.K. Kinyanjui, Chairman of East African Harbours in his capacity as Chairman of the association.

In his introductory address, Mr. Kinyanjui gave a brief history and exposition of the association. He said that the association was formed under the auspices of the United Nations Economic Commission for Africa with the aim of providing a forum for member countries to discuss the problems affecting the management of ports and provision of ports services.

At its inaugural meeting, Mr. Kinyanjui continued, only five countries were represented; ever since, they have been joined by seven others bringing the total membership to twelve. He also said that the association had carried out a

number of researches and studies which he hoped would be of use to the ports serving member countries.

Opening the conference Ndugu Tandau said that the Government of Tanzania takes keen interest in the development of "our ports." He declared: "As we continue to consolidate our political independence in this part of Africa, we are in a hurry to attain economic independence and to better the social lives of our people; thus an efficient transportation system linked to a well organised and equipped port is essential for speeding up our social and economic progress."

Ndugu Tandau complimented the association for the researches and studies it had done since the second council meeting and cautioned that the carrying out of research and writing of reports should not be treated as an end in itself: the findings should be implemented.

He recommended that the deliberations should be directed to such as standardisation of port equipment, common utilization of special equipment, and exchange of research findings, all aimed at getting the African countries to be self-reliant and economically independent.

After Ndugu Tandau had declared the conference open, the conference got on tackling the items of the agenda. The Secretary of the Association, Mr. Seyoum Tegegn-Work gave a report on the activities of the association since its
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Governments of Kenya and Uganda in licensing of Imports and allocation of foreign exchange quotas. There was also a drop in tonnages in certain export commodities due to drought in the latter part of 1974.

Due to the decline in traffic, port operations were rendered fluid throughout the year as a result of which there was no delays to ships. Nevertheless, clearance of import cargo was hindered on occasions by poor availability of documents as a result of tighter control measures in licensing in Imports.

A total of 1,601 ships with a net registered tonnage of 6,314,585 called in 1975 compared to 1,699 ships with a net registered tonnage of 6,538,370 that called in 1974. The decline in the number of vessels calling at the Port is attributable to the low levels of traffic and the opening of the Suez Canal in the second half of 1975 not to mention general economy measures on the part of shipping Lines.

Notwithstanding the decline of traffic, 1975 saw significant progress in current development programme. The construction of the new berths 16 and 17 was completed and became fully operational early this year.

Further new equipment purchased under the CIDA loan was received during 1975. This included one mobile crane, 12 portal cranes, 118 trailers, 17 new lighters and 231 forklift trucks. In addition to this handling equipment, four new pontoons and six mooring boats were commissioned during the year, and a new tug, the "NYANGUMI" was ordered and has now arrived and places in service.

The construction of the new Services Area at the western end of Kilindini continued satisfactorily during the

year and is now virtually complete. When completed, the area will accommodate all the maintenance workshops for both the Corporation and E.A. Cargo Handling Services Ltd. as well as the Port Fire Brigade.

Another significant project undertaken during 1975 was the construction of 186 housing units for staff. The units now accommodate 186 employees and have gone along way in alleviating housing problems.

Indications are the last years' lull in traffic flow through Mombasa will not repeat itself this year. Already, tonnages of dry general cargo handled during the first three months of this year are more by 66,566 at 525,107 tons as against 458,541 during the same period in 1975.

The peculiarity of Mombasa traffic being the reversal of the traditional trend of imports being on the higher side than exports. Nearly 55% of total dry cargo handled during this first quarter were exports made up of mainly maize and coffee.

Dar es Salaam, which is quickly catching up with Mombasa, handled 513,862 tons of general cargo during the first three months of 1976 as against 475,189 last year.

Indications are that this year, the port will achieve yet another record. Notified cargo includes 100,000 tons of fertilizer destined for Zambia, to be handled between May and August.

With the increased handling capacity brought about by additional berthing space and new equipment, the Port of Dar es Salaam should be able to cope up with increased traffic aided by the UHURU Railway progressively coming into full operation.

An Outline of Port Developments in Brazil — I

Reprinted from "Portos e Navios", August 1976 with personal approval from Mr. A. O. Markus who visited IAPH in Japan in September, 1976.

A country the size of Brazil (8.5 million km²), stretching from latitude 5° 16' North to latitude 33° 45' South, with 7,408 kilometres of coastline, cannot expand effectively without an organized ports system.

On 28th January 1808, Brazil opened its ports to friendly nations, but ports in those days were more often than not natural harbours in which sailing ships could find shelter from the wind and waves. Many of these harbours, Rio de Janeiro among them, have become large modern ports handling millions of tons of cargo every year.

On January 2nd last, the Empresa Brasileira de Portos—Portobrás—was installed for the purpose of bringing Brazil's ports into line with other developments in the country.

This Outline describes this and other details, including the Export Corridors commended by Ministers Dyrceu Nogueira and Azevedo Henning, respectively of Transport and Marine, when interviewed by Portos e Navios.

Why Portobrás ?

After approval by Brazil's National Congress, law No. 6,222 was signed by President Ernesto Geisel on 10th July 1975. Under this law the former National Department of Ports and Navigable Waterways is substituted by a new

company known as Empresa de Portos do Brasil S.A.—Portobrás.

As from 2nd January last, and under the responsibility of the Ministry of Transport, Portobrás has been in charge of the administration of Brazil's ports and inland waterways, supervising, orienting, coordinating, controlling and examining all activities.

Why Portobrás? Why the abolition of the DNPVN and what are the directives for this sector?

In explaining the reasons for the Federal Government decision to change the system by which ports and inland waterways are administered, Engineer Arno Oscar Markus, president of Petrobrás, a position he occupied in the now extinct DNPVN, points out that 97% of Brazil's exports are handled through the ports. This fact alone makes it clear that Brazil's export outlets must be made ready to handle an ever increasing volume of merchandise.

PORTS IN HISTORY

Since 1869, by Imperial Decree, Brazil's ports have been under the responsibility of a central power. As new ports were built concessions for the development of their services were usually granted to the firms building them.

This method of operating was continued until 1934, when it was decided to bring port legislation up-to-date and in line with the developments of the time. The Concession Statute was enacted which permitted State Governments to be granted port concessions. Several of the States took advantage of the new law, though only one private concession was asked for and granted, this being for the port of Imbituba in Santa Catarina.

With the passing of law 3421 in 1958, the Federal Government consolidated port investment policies, providing the necessary funds by instituting the Ports Improvements Tax.

Having established the basic principles, the Federal Government provided the legal and practical support, by

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previous meeting. This was followed by the financial report given by the Treasurer, Mr. Bayeh Minda.

Other business of the Council thereafter included discussion of report of the technical study groups on the morning of the second and third days; a technical visit to the port of Dar es Salaam on the afternoon of the second day. The election of the office bearers for the coming year also took place.

Those elected were: Chairman, Mr. P.K. Kinyanjui (Kenya); Vice-Chairman, Mr. Josfa Raharison (Madagascar) and Mr. Ahmed Hagi Ali (Somalia); Treasurer, Mr. Bayeh Minda (Ethiopia); Secretary, Mr. Seyoum Tegegn-Work (Ethiopia).

The conference was closed on Thursday, March 4th by the East African Community Deputy Minister for Communications, Research and Social Services, Mr. S.B. Tambwe on behalf of his minister.

In his closing address to the conference Ndugu Tambwe

observed that the transport sector of the economy compared to industry and agriculture has up to now received very little attention and as a result received low rating in the priorities of development efforts.

He commented that whereas in other sectors of the economy, such association as the one then meeting had been in existence for a long time, the port management association for Eastern Africa has only existed for three years.

He suggested dredging, ship repairing, training and research as activities in which joint co-ordination could be mounted.

He concluded by commending the association for the effort it has made towards co-operation in the sub-region so far and promised Community support and assistance, wherever possible, for such ventures as this, which enhance co-operation.

The next conference is expected to be held in Malagasy or Zambia early next year.

setting up what started off as the National Department of Ports, Rivers and Canals, to be subsequently changed to National Department of Ports and Navigable Waterways—DNPVN. Concessions could be granted by this Department to private firms, mixed economy companies, federal organizations or the ports could be run by the DNPVN itself.

In 1965 and 1966, two mixed economy companies were instituted under this law. They were the Companhia Docas do Ceará and the Companhia Brasileira de Dragagem, to be followed by the Companhia Docas do Pará and Companhia Docas da Guanabara, the latter now the Companhia Docas do Rio de Janeiro.

In 1969, further port legislation was implemented and the Companhia Docas do Maranhão and Termisa—Terminais Salineiros do Rio Grande do Norte S.A., were two more mixed economy port administration companies that were set up.

PORTOBRAS IS THE ANSWER

With the development of the country, greater flexibility and faster action became imperative if the ports were to be made ready for handling greater volume of merchandise, and Portobrás was the answer provided.

Portobrás will act as a holding company within an integrated ports scheme, based on the setting up of a system whereby the various organizations in charge of port administration will form a whole under one jurisdiction and under the management of this central agency. As stated, Portobrás will act as a holding company for this system, while at the same time supervising, technically and financially the various units, without removing from each one its individual character or executive autonomy. This method is expected to make it possible for the ports to remain financially sound and operationally efficient.

So that the desired results could be achieved within the operation limits of the National Ports System, an organization was required that would run on the lines of a private company able to adapt to situations with ease and rapidity.

The inland waterways will remain the responsibility of Portobrás until they are handed over to a second similar organization, still to be set up.

With the progress evident in all other sectors of Brazil's economy, the ports could not be left out of this new scheme of things in which all aspects of the country's transports are being modernized and brought in line.

Apart from the purely bureaucratic aspects of putting Portobrás into operation, this new company has been immediately faced with the practical necessity involving the re-equipping of the ports and maintenance of its harbours.

It has been necessary to set up infra-structure programmes for the existing ports, deciding on priorities in the light of the types of cargoes to be handled. Operational improvements include the rationalization of processes in use, training of personnel and the introduction of modern cargo handling methods.

Before expansion of each port is undertaken consideration will be given to the volume and types of cargo to be handled, together with the facilities already in existence, while advance planning is an important objective. Engineer Markus believes it is better to have more facilities than are needed than to be short, since any excess will very soon be taken up.

Modernization the name of the game

In use day and night and year round, Brazil's ports up and down the country are permanently being re-equipped and brought up-to-date, while examination to harbour entrances are of equally regular frequency.

Since this is a costly undertaking, many of the facilities are renewed in stages. This is the case with the level loading cranes which, since 1966, are being purchased from Eastern Germany to replace the cranes previously in use. In this way most of the ports have been equipped with these new units which vary between 3 and 12 tons capacity.

Portobrás is in the process of acquiring 2 Krupp 250-ton floating cranes for Santos and Paranaguá. These are to handle heavy industrial equipment intended for the south. A second purchase of another two cranes, of 200 tons capacity each is being made from Hungary. These will go to Itaquí and Vitória. The first three are to be delivered in 1977 and the fourth one in 1978.

From Brazilian manufacturers Portobrás purchased, for delivery during this year, 226 fork lift trucks of from 2.5 to 7 tons capacity. They will be distributed to various ports according to their current requirements.

A number of other improvements are being undertaken under the guidance and responsibility of Portobrás, as will be seen in other parts of this Outline.

Significant Improvements to Brazil's export outlets

As was pointed out by the Portobrás president Engineer Arno Oscar Markus, during the Door-to-Door Transport Seminar that took place in São Paulo in July last, Brazil's transports system requires to cover a 500-kilometre deep stretch of land running the full length of the Brazilian coastline, in which the flow of merchandise to the ports must be integrated in such a way as to ensure the increasing margin of competitiveness of Brazil's products on international markets.

Improvements in these services and in the ports must always be arranged bearing in mind the importance of their contribution to the increase of the country's foreign trade.

"The reduction of costs to a minimum must be obtained by the selection of the routes, means of transport and ports of convergence, according to the type of merchandise and the demands of marine transport," he said.

In this connexion it should be remembered that 97% of Brazil's exports are shipped from the many ports now in operation and for which an important programme of improvements is already under way.

"The greater the reduction in the total costs of carrying merchandise from its place of origin to its final destination, the greater will be the importance of the port from which it is shipped," Engineer Markus added, "apart from the influences of other intervening factors."

And it is based on this point of view that the National Ports System is being integrated with the other transport networks of the country, which include both road and rail.

It was also mentioned that whereas internal transport networks remain under the complete control of the government of the country in which they operate, the same cannot be said of ocean shipping, a fact that must also be taken into consideration when planning integrated trans-

port systems.

The setting up of Portobrás, acting as holding company with overall jurisdiction over Brazil's ports, enables Brazil to plan efficiently and carry out programmes under condition that best suit the national interest.

CONTAINERS

There is no doubt that the idea of shipping goods by container has caught the imagination of the entire maritime transport world. But there is a good deal more involved in this image than appears at a first consideration.

Standardized containers obviously cut down on pilferage on the docks, offer easier freight calculations, provide standard package handling etc., all of which tend to reduce insurance, stevedoring and other attendant charges.

What is not always apparent is the type of port structure required to make the handling of containers workable.

In the first place, to be economical a separate dock area is essential, devoted entirely to container traffic and this involves an expenditure considerably higher than for general cargo. Much more open space area is also required because containers are individual larger packages often arriving at the docks on large articulated multi-wheeled trucks demanding a large area to manoeuvre. Loading and unloading cranes (containers) are correspondingly larger than the usual dockside crane and must reach further on to dock and over to the far side of the vessel, with a load of some 25 tons.

Under these primary considerations a container terminal is calculated not to be economical unless 50,000 units a year are handled.

Seven Brazilian ports are handling containers with Santos and Rio de Janeiro well in the lead, but neither of these ports of largest movement has yet reached the 50,000 unit a year figure.

Nevertheless Santos is going ahead with a container terminal on the left side of the estuary, which, when completed in 30 months, will be able to handle very much more than the 270,000 tons of containers loaded and offloaded in 1975.

Rio de Janeiro handled 82,000 tons of containers in 1975 and is now planning a terminal which is expected to cost some Cr\$ 650 million and be completed in 3 years.

The other ports where containers are handled are Rio Grande, Paranaguá, Salvador, Recife and Manaus. These ports will not set aside special terminal areas. They will use leased equipment for container traffic.

EXPORT CORRIDORS

All the major ports of Brazil are due for reformation, general overhaul of access and operation which will fit them for their new role as export outlets, rather than the importation for which they were originally designed. During the last five years considerable attention has been drawn to the bottlenecks caused when an unexpectedly large crop or a new manufacturing firm's product tries to reach a suitable Atlantic port.

Accordingly new highways and more recently improved railways have been given top priority as part of the export corridors integrated transport system, for this is critically important when the product is one that will deteriorate if delayed. With these new means of better access to the coast, it is now at the ports that the bottlenecks tend to form if these already mentioned unexpectedly large crops are to be handled. Ports that were originally designed for

rail traffic now have to receive lines of trucks, sometimes extending for miles back along the new access roads awaiting their turn to unload.

Among the urgently needed installations are silos, stockpile yards, conveyor systems, cold storage warehouses, extension of the quays, deepening of the access channels and a complete overhaul of the means of access by road and rail.

Programmes planned at the principal ports are as follows:

VITÓRIA

- a) 650 metres of new wharfs with a depth of 12 metres:
 - cold storage facilities for 5,000 tons with an available area to double this capacity;
 - storage warehouse and open area for steel mill products;
 - administration buildings.
- b) Vertical silos for 30,000 tons with area to triple the capacity.

SANTOS

- a) New terminal for cereals consisting of:
 - 2 warehouses of 30,000 tons each;
 - road and rail unloading system for handling soya, maize and meal at the rate of 500 tons/hour.
- b) Shiploading system to handle 3,000 tons/hour.
- c) Enlargement of the quays.
- d) Storage for stocking fertilizer.
- e) Dredging of the access channel to 14 metres.
- f) The Portobrás ports engineering department has been holding a public tender for the installation of a container terminal in Santos, to be ready for use in 30 months.
- g) Railway access on left margin from Piaçaguera to the port.
- h) Salt terminal on right margin to be enlarged.

PARANAGUÁ

- a) Adaption of 2 warehouses and the construction of 2 others for storage of cereals, soya and meal with a capacity of 16,000 tons each.
- b) System for unloading rail and road trucks at 500 tons/hour and loading ships at 3,000 tons/hour.
- c) Construction of a vertical . . . 100,000 tons silo able to receive 1,500 tons/hour and ship 3,000 tons/hour.
- d) Dredging of the access channel to 12 metres depth.

RIO GRANDE

- a) Construction of 2 warehouses to store soya and meal with a capacity of 35,000 tons each.
- b) System for unloading rail and road trucks at 480 tons/hour and loading ships at 1,500 tons/hour.
- c) Meat cold storage for 10,000 tons.
- d) New 300 metres quay for meat loading.
- e) Dredging of the bar of the port to 14 metres depth.

Although the three last mentioned ports have been able to handle the 1974 and 1975 crops of soya, maize and wheat without undue congestion, the 1976 harvests are being given special attention.

SPECIAL ARRANGEMENT FOR BUMPER CROPS

With bumper crops of soya and maize predicted for the current year's harvests, an overall scheme is in operation involving the Ministries of Agriculture, Transport, and Gremos, a group set up by the two ministries, translating as

Executive Group for the Movement of Crops. By this scheme, it is hoped, transport bottlenecks will be avoided.

The first estimates for the soya crops visualized 8.4 million tons of beans, meal and oil for export, up 25% over the previous year, while in the case of maize the figure is 2.5 million tons, an impressive 120% increase. Some 800,000 to one million tons of rice are also likely to be made available for shipment to foreign countries. Ports operating cereal terminals will be importing approximately 3.6 million tons of wheat to compensate for the disappointing Brazilian harvest.

At the ports of Paranaguá and Rio Grande no bottlenecks are expected since the infrastructure planned is working well in these two cereal loading areas, but Rui Neves Ribas, responsible for the good working of Gremos, in addition to being president of Cibrazem, is taking steps to avoid congestion in the port of Santos through which the greater part of the maize will be shipped from the State of São Paulo.

Gremos hopes to regulate the arrival of the grain at the port by using the Ceagesp and IBC Warehouses as intermediary unloading points. Ceagesp is the giant foodstuffs distributing organization for the State of São Paulo, and the Brazilian Coffee Institute (IBC) has warehousing in Santos for up to 9 million tons of coffee, much of which is not in use as a result of last year's reduced crops, due to frost.

Not only have these steps been taken to avoid the lines of 30-ton highway trucks at the docks, but government financing has resulted in the building of cereal storage warehouses at the plantations themselves, and, since these crops are expected to increase even further in coming years, other measures are in hand to assure the entire operation goes ahead smoothly.

FACTS AND FIGURES

Special installations at Santos, Paranaguá and Rio Grande enabled soya, maize and wheat shipments to be handled successfully in 1974, 1975 and in the first part of this year, as can be seen from the following tables:

1974—EXPORT CORRIDORS			
PRODUCTS	Santos 1,000t	Paranaguá 1,000t	Rio Grande 1,000t
Soya	92	1,015	1,362
Meal/pellets	407	983	647
Maize	682	508	—
Wheat	—	—	462

1975—EXPORT CORRIDORS			
PRODUCTS	Santos 1,000t	Paranaguá 1,000t	Rio Grande 1,000t
Soya	141	1,039	1,986
Meal/pellets	488	1,418	1,091
Maize	469	625	—
Wheat	—	—	716

1976*—EXPORT CORRIDORS			
PRODUCTS	Santos 1,000t	Paranaguá 1,000t	Rio Grande 1,000t
Soya	31	252	483
Meal/pellets	201	715	521
Maize	55	181	—
Wheat	—	44	79

*Up to end May

Given below are the figures for the tonnage carried by the different types of transport used for getting these crops from the producing areas to the ports:

PRODUCTS	Santos 1,000t	Paranaguá 1,000t	Rio Grande 1,000t
1975			
Road	592	1,913	1,754
Rail	506	1,401	1,225
Waterway	—	—	585
1976 (*)			
Road	144	484	478
Rail	143	742	263
Waterway	—	—	282

(*) Up to end May.

Funds that have been earmarked for the improvements and services as listed above amount to Cr\$2,389 million, to be distributed as follows:

Vitória	Cr\$387.4 million
Santos	Cr\$692.1 million
Paranaguá	Cr\$825.2 million
Rio Grande	Cr\$484.3 million

Portobrás builds priority Terminal in Rio

Rio de Janeiro itself needs no introduction as a city and a port. Together with Santos, Rio de Janeiro has been known to every sailor throughout the world for many years.

The harbour has been in use since 1565, and the port proper as from 1910 when its construction was completed and the full facilities came into operation.

Less is known of some of the ports in the State of Rio de Janeiro, such as Angra dos Reis, Forno and Niteroi, while the new port of Sepetiba, already in the first stage of construction, is emerging as another important factor in shipping circles.

The terminal will be some 3 kilometres out in the bay of Sepetiba at Itaguaí, which is within the Rio de Janeiro metropolitan area, 60 kilometres down the coast, west of Rio harbour.

Sepetiba is to operate special bulk cargoes including coal and iron ore, steel products and liquid bulk cargoes.

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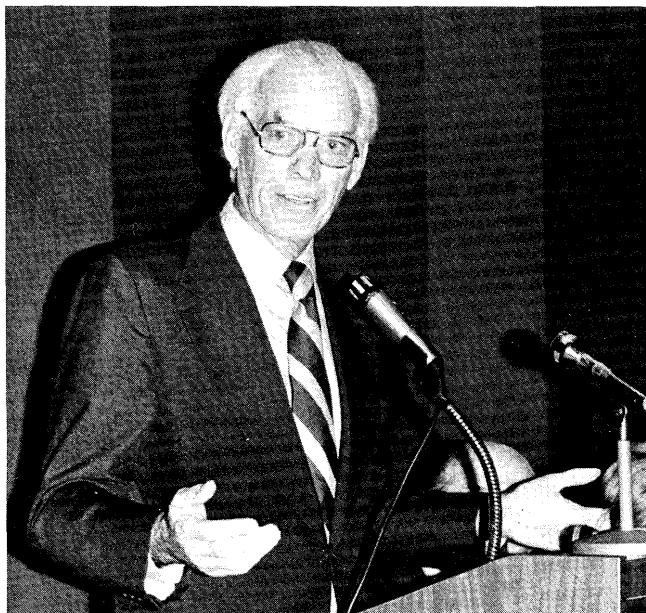
Remarks by The Honorable Bob Casey Member, Federal Maritime Commission, U.S.A.

**Before the Containerization Institute
Shippers' Dialogue — West Gulf
Houston, Texas
Tuesday, October 26, 1976**

(Released by Miss Middy randerson of Port of
Houston Authority. Refer also to article titled
"Intermodal Conference in Houston a Success"
January 1977 issue of Ports and Harbors, page 36.)

Intermodalism is a prime discussion point before you and of course, any such discussion deals with the future of our national transportation. In light of recent developments however, I would like to comment on the past and a few current matters affecting shippers and liner shipping because they are of overriding concern to all of us.

As all of you know, your Federal Maritime Commission derives its regulatory powers primarily from its authority to exempt shipping agreements from anti-trust prosecution. This national policy is a wise one, born of the realization that transportation is literally the heart of a modern



Federal Maritime Commissioner Bob Casey

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This priority project is being installed in two stages. The first, started this year, provides for the unloading of 8.6 million tons of coal and two million tons of liquid bulk cargoes, and is to be terminated by 1978.

In its second stage, the Sepetiba project is to start building in 1977 and be finished by 1979, with loading installations for 18 million tons per annum of iron ore. Two berths for handling steel products will be constructed to coincide with the termination of the Companhia Siderúrgica Nacional No. 2 plant.

In the overall Sepetiba project, land covering 10.4 million square metres is reserved for the installation of what are known as dry ports, as also for industries.

Once the second stage is completed the Sepetiba handling capacity will total some 30 million tons per annum, which can be expanded still further by the addition of another 8 berths aligned within the plan adopted.

As a result of the installation of this port terminal at Sepetiba, five huge industrial plants are to go up alongside, as follows:

- 1) Companhia Siderúrgica Nacional plant No. 2, with capacity for making 12 million tons of steel per annum;
- 2) Nuclebrás heavy material plant;
- 3) Cosigua expansion above 3 million tons;
- 4) Companhia Vale do Rio Doce aluminium plant;
- 5) Central coking plant with 1 million ton capacity.

The cost of this project is US\$320 million. Of this, US\$120 million is to cover the construction and US\$100 million the equipment for the first stage, and for the second stage, US\$50 million has been allowed for the construction and another US\$50 million for the equipment.

(To be continued on next issue)

economy. It must be regulated so as to provide sound, dependable service to all parts of the nation and the world. In an unregulated environment, vast areas of this nation would be without regular, affordable transportation services and all parts of the country would be subject to fluctuations in the quality of service. As Interstate Commerce Commissioner Dale Hardin noted last month, it is the job of our Federal regulatory agencies to make a system of our national and international transportation facilities. As our economy becomes more international, we must be more concerned with our capacity to move cargo throughout the world.

Recently we have witnessed a steady growth of exports. Ambassador William Walker, head of our delegation to the Tokyo Round of Trade Negotiations in Geneva reports that as late as 1975, only 7% of our gross national product was exported. Today 16% of all of our goods and services are marketed abroad—nearly \$1 out of every \$6 produced in the United States. As we review our abilities to transport our goods to other parts of the world, however, it will come as no surprise to you that this examination is taking place in a troubled atmosphere in Washington. In my judgement there are two clear discernible trends in public opinion which relate to business and government. The first is clearly anti-regulatory. Federal agencies overseeing various segments of the economy are increasingly on the defensive as to their cost, alleged unnecessary reporting requirements and insensitivity towards the businesses they regulate. Secondly, the current mood is anti-business. Troubling disclosures pointing up lapses in corporate morality have injected such terms as "questionable payments" and "foreign payoffs" into the modern business vocabulary.

This subject is of deep concern to me because I know of no industry which could suffer greater harm from adverse

public and political reaction than our ocean liner carriers. This is because our ocean carriage is both a regulated industry and one which unquestionably has more than winked at the law.

Our conference system is based on the premise that equitable, settled and consistent rates—rates set by the conferences themselves—can best assure us of dependable shipping services which treat all shippers equally. Once filed with the Maritime Commission, the Shipping Act requires that these rates be adhered to. Any deviation from these rates—whether by rebate, absorption of costs for additional services, collusion in misdescription of cargo to gain a more favorable rate, or any other device—is illegal.

Despite the fact that these malpractices are violations of Federal law, we know they have been commonplace in the ocean trades for years. In recent days however, voluntary disclosures in the wake of Securities and Exchange Commission investigation have revealed, for example, that just one U.S. carrier may have paid out as much as \$19 million in rebates during the last three years alone. One large shipper has disclosed receipt of over a quarter million dollars. In such instances both the carrier and the shipper have violated the law. Voluntary disclosures of unlawful payments are being made to us in ever increasing numbers. Dozens of corporations have contacted the Commission volunteering information concerning such payments in the past and several more dozens of cases have been opened to date. These disclosures have been made in the full knowledge that they might well result in the imposition of civil penalties by the Commission and criminal penalties by the Justice Department; but I can assure you that voluntary disclosure will be taken into consideration by the Commission in the calculations of civil penalties. I should say that already nearly a dozen carriers have been seriously implicated in this investigation and that more unquestionably will follow. As we review the files of those coming forward, it merely serves to bring other firms, other individuals and other deceptive accounting practices to light. As this occurs it increases the pressure on both shippers and carriers to make voluntary disclosures of past illegal activities. Nor is the Commission relying exclusively on voluntary disclosure. Our personnel have already interviewed and questioned persons under oath and yesterday Commission officials began interviews, again under oath, on the West Coast into rebating and other malpractices in the Pacific trades. I promise you that the Maritime Commission will pursue its recently announced investigation to the fullest with the goal of identifying every single major payer or recipient of such unlawful payments. Whether by voluntary disclosure or by appropriate investigation, malpractices will be punished accordingly.

In addition to these developments, earlier this month the Commission forwarded to the Attorney General a letter recommending more stringent Department of Justice enforcement of the Federal criminal laws on rebating and other malpractices. I am hopeful that the Department will seek to more effectively monitor such practices in the industry. We have been pleased to see it take the initiative in the current New Jersey investigation into the North Atlantic trades and hope this pattern will continue.

There is no question that these developments will not endear our carriers to the public or the Congress. Much that has developed has not yet been released. We can only hope that disclosure will chasten these trades and that the law will become respected. If the industry does not quickly act

to correct these malpractices, the conference system and the advantages to both carriers and shippers is in jeopardy.

I thought it quite appropriate to see Noah Webster's quote in *Business Week* earlier this month that "no person is secure in society unless the laws are known and respected." This is a fact some members of our transportation community must come to realize. The conference system will not long be supported by the Congress or the public which sees the beneficiaries of a law accept only its privileges and none of its responsibilities.

Certainly some changes are in order, and I would like to share some of my ideas with you in this regard.

For example, we hear the conferences say they must rebate to compete effectively, and I accept the fact that no other nation has shipping laws and regulations based on our own legal concepts, such as anti-trust. I therefore favor any statutory changes necessary to insure that foreign flag lines doing business in the United States comply with the non-rebating feature of American law, and, insofar as possible, place them on a par with American carriers.

I likewise believe that where repeated violations of the U.S. shipping laws are observed again and again by the same carrier, and where a consistent pattern of conduct has been established, then the conference must, by self-policing, act to expel such a line from its membership. I know of no such occurrence by any conference and would seriously doubt that such expulsion is about to take place following these recent investigations. I therefore believe that it is the Maritime Commission's responsibility to see that each conference not only adopts but enforces specific and stringent criteria for the expulsion of those members who cannot meet their conference obligations. Clearly fines have proven inadequate as self-policing measures in the past. Nonetheless, I will be most interested in seeing what fines are levied by conferences as a result of these Commission investigations. Token self-policing will not be acceptable either by the Commission or the public.

Certainly, also, the governmental cooperation which has resulted due to this investigation is something which has proved beneficial. I would propose that informal contact between Federal agencies be continued. Substantial amounts of information could be exchanged in the future by the Securities and Exchange Commission, Internal Revenue Service and other Federal regulatory agencies, and the Federal Maritime Commission.

I have also proposed a measure which may serve to highlight morality in the boardroom. I have proposed that responsible corporate officials and members of liner boards of directors certify annually that their corporation has not paid rebates or made other payments contrary to the shipping laws of the United States. Such certifications should be required on at least an annual basis. They would serve as an effective tool in controlling unlawful payments and would make corporate officials specially accountable to the requirements of Federal law. Fraud and misrepresentation in such instances is, of course, punishable by fine or imprisonment of the corporate official individually under the Federal criminal laws. I think it likely that this requirement may become part of the annual reporting requirement in the very near future.

A final point I think should be obvious to those familiar with Federal shipping laws. Current statutes require the Maritime Commission to reject any rate "so high or so low as to be detrimental to the foreign commerce of the United

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BREMEN NEWS

Bremen International

• Bremen Initiates Electronic Port-Data System

Bremen, 29.11.76 (BremIn). After major world ports, with high investment, made enormous progress in recent years on the cargo-handling and transportation technique sectors (containers, lash, ro-ro), initial tests are now in progress on the lagging 'administration sector' by, in conjunction with Siemens AG, Bremen, the Bremen/Bremerhaven portgroup which introduced in August 1976, following three years of preparatory work, a stage-phased, comprehensive, information and documentation system known as COMPASS (Computer Orientated Management of Port And Shipping Services).

The successful trial period of an initial hook-up with the forwarding branch as a '1st export stage' since August will be followed, as a 2nd stage, with inclusion by April 1977 of the cargo-handling undertakings and then, later, of the shipping agents and stevedore and tally firms. W.e.f. 1.1.1978 COMPASS will be running all out, at an annual cost of some DM 2.5 millions (prime cost), which will be booked to the participating firms.

Holder of this, at present, unique system: Messrs. Datenbank Bremische Häfen GmbH & Co. KG (dbh), founded in 1973 on a voluntary basis by over 100 separate firms of the five Bremen port economy sections: seaport forwarding, cargo handling, ship agency, stevedoring and cargo control. In this way the divisional functioning, flexible and unreservedly hard-working medium-sized port operational economy of Bremen/Bremerhaven has forged an excellent tool for the rationalisation of information and organisation—long overdue in all ports. However, the dbh not only improves and stabilizes the port-group's efficiency generally—and at prime cost—but moreover it complies also with the requirements of the individual participating firms and offers 3-fold data-protection for internal data-storage, such as for customer listings, conditions, etc. Thus valuable assistance is available, in particular just for the small and middle-size businesses, in maintaining their independence and increasing their efficiency, under terms of full competitiveness. The up to now complicated, expensive and, moreover, time-devouring procedures of port documentation and paper-abundant clearances—as near as unchanged since the days of the schooner—still require from the

port-engaged firms, completion of manifold forms, line for line, in numerous copies; the identical information in which is then copied onto other forms, before these, too, are relayed on to other organisations, which repeat the process from the beginning. This not only has the disadvantage of considerable expenditure of time and effort, but also that of being the source of many errors. In the event of missing documentation or information, or of discrepancies arising, this 'flow' is temporarily suspended. Today COMPASS supplies everything in a matter of seconds. The dbh, for instance, stores the total Bremen and Bremerhaven ship-departure schedule and maintains this list constantly up to date, with all alterations being immediately registered. The forwarder, who chooses a specific sailing number electronically from the ships' list, obtains immediately on his screen and—with its coupled printer—on the requisite port documents, bills of lading, forwarders stencils etc., the vessel's name, her agents, the shed (warehouse), receiving harbour, prospective sailing and arrival dates etc., right on up to the considerably differing number of copy bladings required by the particular agents—and not forgetting the important form no., which affects the composition of the very varied form-stencils (there are alone 28 different B/Lading forms); thus dispensing with the need for numerous telephonic and written checks. And outside, where the cargo is being handled, the port documents will be fully printed in the requisite operating organisations. For its part, the handling plant obtains the dispatch details from the data bank and supplements it with its own handling particulars. This permits of immediate evaluation and supplies the information for accounting to both forwarder and ship. Moreover the forwarder is constantly kept advised as to the location of his goods and to whom, when and where same were delivered etc.—also whether there are any discrepancies in marks or condition. The data-bank moreover informs him, without request, if an application form is short, or something has been overlooked, such as the container stuffing directions, the accounting etc. Even clearance through customs is effected with the application of particular data as per agreement with the Customs authorities. The port-authorities are also included, for receipt of early notification concerning dangerous goods. Included in a 3rd stage will be the total ship's interests and, naturally, also the inclusion is envisaged of the import trade.

The personnel learn to handle COMPASS rapidly and easily. Initial scepticism in Bremen offices has long been

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States." Surely payments made contrary to law are detrimental to our national commerce and contrary to public policy. I think it naturally follows that where rates are published and collected at a level which allows room for rebating, then they must be unnecessarily and unlawfully high. It seems sensible then, that the Commission should act to reduce rates by the size of the rebate in any given commodity. I would therefore favor such reductions after appropriate hearing has taken place once a pattern of rebating by a line or conference is established.

In conclusion, let me say that perilous and challenging times lie ahead for our liner shipping. The full consequences of past malpractices have yet to be felt. If our conference system—which has allowed so much latitude to the lines themselves—is to continue in the face of adverse public

opinion and future technological change then we must face these developments forthrightly. As the U.S. Conference Board has recently concluded in its discussion on the role of business in modern society,

"the survival of business institutions and the values of independence and liberty that businessmen cherish, depend not just on profits, but on a broader and deeper conception of the public good." ^{1/}

I submit that, at least as it pertains to liner shipping, that conception must start with a clearer adherence to established public policy as drafted in the Federal shipping laws.

Thank you.

^{1/} Ethics and Profits, Silk & Vogel (editors)
(New York: Simon & Shuster, 1976)

Port of Hamburg back on growth course

Hafen Hamburg Presse-Dienst

Hamburg, 14th December, 1976:—Scepticism and uncertainty had mainly marked predictions about transshipment development for 1976 in the port economy at the end of last year. This basic mood, which had its origins chiefly in the strong decline in employment in 1975, seemed to be confirmed up to March. Since the spring, however, port cargo handling has been back on the path of steady growth.

The Hamburg Port Business Association made these points during a press conference on 14th December 1976. As the Association also explained, overall turn-round figures, which in most cases conceal the interesting individual trends, should not tempt one to draw false conclusions. An evaluation is only possible when increasing differentiation and a comparison with preceding years, taking into account competitive ports, have been con-

sidered. It goes without saying that the port economy notes with satisfaction that it again succeeded in 1976 in asserting its position within the Antwerp-Hamburg range, and in important areas even doing better than the main competitors. Relative satisfaction is also the keynote when comparing this year's results with those of last year. Nevertheless there is by no means any cause for euphoric commentaries, since with regard to overall transshipment, and particularly bagged and general cargo, it has still not been possible to make up for the losses resulting from the recession of 1975.

Transport development in 1976: Transshipment again over the 50 million ton mark

Total cargo handling in 1976 will in all probability amount to some 52.5 million tons and thus be about eight per cent above the figure of 1975.

(Continued from page 26)

replaced by general approval. Not least welcomed is the fact that in future the organisations will also command an on-call electronic service centre—and at prime cost. Each undertaking has at least one screen and one electronic printer. The calculation-centre is located in the Siemens skyscraper in Bremen: the connections are supplied by the post-office in the form of permanent, protected telephone cables. Up to the end of 1978 the cost of the total development will run to about DM 8 millions—about half of which will be found by the Federal Ministry for Research and Technology.

Dbh manager, Werner Lampe: "The whole thing is just the beginning of a development, the end of which will see the informations sector on a par with the technical sector. The cooperation with suppliers, other ports and with shipping is still lacking. At present the ports are blind; they do not know what to expect and have to retain maximum capacity, equipment and available area, so as to be prepared for any eventuality. That, however, is expensive, far too expensive. With the information which is made available here it would be possible to make dispositions . . . The aim must be to produce an uninterrupted and good-running information-chain, from point of origin to final destination of the goods. For the moment, however, this is still futuristic music, for we have still to proceed step by step and should not take our eye off that which is feasible for today".

This future has already begun in Bremen: Representatives of the major West German industry and of the Federal Railways, whose goods-train stock is already computerised, are at present conferring together in the premises of Messrs. Datenbank Bremische Häfen (dbh) over the possibilities for the morrow and beyond—whilst the enquiries in respect of the know-how on COMPASS are now unending.

Future Unintermittent Radar Chain to Bremen

Bremen, 29.11.76 (BremIn). With the inception of a port radar station the shipping traffic safety will be improved considerably also in the Bremen port vicinity; in

the approach and turning-basin sections of the port area; in the 'Europa', 'Übersee' and 'Neustädter' harbours—and in the lock-entrance to the 'Industrie' harbour. The port radar installation is to be smoothly integrated later into the contemplated radar chain extending down the Weser as far as the Northsea (70 km).

• QD-Tank Slays Fire

Bremen, 20.12.76 (BremIn). For the radical fighting of fires Messrs. VFW-FOKKER, Bremen, have now developed the QD-tank (QD=Quick Delivery). Helicopters transport in a jiffy 500 to 5000 litres of water in the QD for dropping onto the heart of the fire, which is literally demolished with the force of the smash. QD-tanks fitted with stage regulators can also spray chemicals on escaped oil as well as dispense solids (granulated substances). They can also be utilised as emergency water-tanks for skyscrapers and wherever else reserve tanks for fire-brigade pumps are required. The first resounding success for DQs was in 1976, against forest fires.

• Cargo-Handling: Increasing Upswing in Bremen/Bremerhaven

Bremen, 20.12.76 (BremIn). Some 23 million tons of goods have been handled in 1976 by the Bremen/Bremerhaven port-group. This is 4.5% more than in 1975 (22 million tons). After a weak start in 1976 the increasing upswing tendency resulted, by the year's end, in being in excess of the whole economic development. Thus the 2.1 million tons (1.1 general cargo and 1 of bulk commodities) in November 1976 nearly came level with the 1974 record year figure. The fact that the Bremen/Bremerhaven port-group suffered far less in the crisis period, than did other ports, is attributed by expert circles to the excellent technical equipment of the port installations and the particularly high proportion of modern traffic systems (Container, Ro-Ro and Lash). The Bremen/Bremerhaven cargo-handling development over the past 6 years has been as follows:—1970: 23.4 million tons. 1971: 22.7, 1972: 24.1, 1973: 26.4, 1974: 26.6, 1975: 22 and in 1976 a good 23 million tons (as estimated in mid-December).

Growth in general cargo reached 7.5%

General and bagged cargo traffic will amount to about 14.7 million tons, which is an increase of 7.5%. While this is a million tons more than in 1975, it is still 1.3 million tons less than in the former top year of 1974. As was expected, the growth was mainly in incoming traffic (plus 11%). This development reflects the refilling of stores after their extreme depletion during the last business slump. In outgoing traffic the gain, at four per cent, was comparatively modest. As the result of this differing development in the two traffic directions, a quantitative balance was effective between exports and imports.

Structural growth of container traffic accelerates again

While 1975, following several years of stormy growth in container traffic, showed only a minor rise in the unit number of 5% (with a simultaneous decline of the cargo weight of about 6.5%), 1976 again managed to register a strong rise. As regards weight (only loaded containers), an increase compared with the preceding year of just under 30% can be expected. The final result may amount to some 3.5 million tons. With regard to the number of units handled (20-ft basis), there was a rise of 29%, to 430,000 units. Of the overall growth in general and bagged cargo totalling one million tons, container traffic thus accounted for some 800,000 tons. Its share in overall general and bagged cargo handling (containerisation degree) again rose to about 24% after 19.6% in 1975.

In terms of traffic directions, incoming cargoes dominated with 54%, as against outgoing with 46%. In East Asian traffic, however, the rise applied almost exclusively to the import side, while in the American region the growth mainly concerned exports. After a slow start in the first years of containerisation, Hamburg has now achieved a top position in this modern form of transport technique.

In the individual shipping regions the following changes in particular are worth mentioning: In those areas where Hamburg already has a strong position there were further encouraging increases (East Asia plus 12%, Australia/New Zealand 15%), but the emphasis of the upward trend lay in European traffic (plus 63%), in the America connections (plus 41%) and in Africa trading (plus 72%). The strongest single shipping area was again East Asia with a share of 40% (1975: 45%).

Suction goods again the trend-setter in bulk cargo sector

The overall quantity transshipment figure in the bulk cargo sector is likely to be 37.8 million tons in 1976, which is 8.3% more than 1975. As regards liquid cargoes, the slightly recessive tendency noticed over the past few years has been replaced by an increase of one per cent to 19 million tons. Also in the case of grabbable cargo, an improvement by 10% to 7.4 million tons will help to make up for part of the losses incurred during 1975. Above-average rises were also chalked up by business involved in the handling of grain, feedstuffs and oilseeds. With a record result of 11.5 million tons—22% more than the preceding year—the encouraging upward development of the past years has been continued. The share of these suction goods in overall transshipment, which in 1971 was still some 13.6%, therefore climbed up to 22% in 1976. Imports for the COMECON states, and in this grouping especially for East Germany, played a major part in this increase.

Varying factors in German foreign trade and in transit traffic—Hamburg still a European seaport

The Federal Republic of Germany's foreign trade, with a share of about 77% in 1976, was clearly the dominating factor in transshipment developments. The growth in general and bagged cargo, as well as in container traffic, resulted exclusively from traffic with the German hinterland. As opposed to this, transit traffic—unlike last year—slackened off as regards general cargo, while in bulk cargoes, with grabbable goods, grain, feedstuffs and oilseeds, it was able to mark up a clear rise.

The favourable development in transit traffic over the past years has provided enduring evidence that Hamburg is the "most European" seaport. According to results of the first three quarters of the current year, it can be expected that transit traffic will exceed 11.5 million tons; this is equivalent to some 22% of total transshipment (after 20% in 1975 and 18.5% in 1974). Of the total of transit traffic, land and river traffic accounts for four fifths, and sea transshipment for one fifth. In 1976 eleven transit partners will most likely each account for over 100,000 tons for the year:

East Germany	4,200,000 tons
Czechoslovakia	2,250,000 tons
Austria	1,450,000 tons
Denmark	520,000 tons
Sweden	310,000 tons
Hungary	210,000 tons
Finland	170,000 tons
Switzerland	130,000 tons
Poland	120,000 tons
Norway	120,000 tons
Soviet Union	100,000 tons

The extraordinary tight liner network connecting Hamburg with practically every seaport of supra-regional importance represents one of the strongest advantages in the acquisition of cargo, particularly as regards transit traffic. 285 liner services with some 7,900 departures and a cargo volume of 24.5 million net registered tons are always available for shipping or receiving opportunities at short notice. With its density of departures of overseas-bound vessels Hamburg holds a leading position among the continental European seaports. An important contributory factor regarding the cutting down of time in the overall transport process is that Hamburg is often the first discharge and last loading port within the Antwerp-Hamburg range. In bulk cargo traffic the deepening of the Elbe fairway, the increase in efficiency of the handling businesses in discharging and loading, as well as the despatch and the extension of storage capacities have attracted additional quantities.

Port economy faced major test from tidal wave floods

The most urgent subject of the Port Business Association in 1976 was coping with the consequences of the tidal wave floods of January, 1976. In numerous conversations with representatives of the senate, the specialist departments and supply undertakings—frequently in close cooperation with the Hamburg Chamber of Commerce—a large number of diverse problems had to be tackled and solved. After it had been possible to restore full functioning of port businesses immediately after the tidal wave floods had receded, a comprehensive programme to safeguard the port area had to be prepared, in addition to the political decisions taken

with regard to flood damage compensation arrangements.

This inevitably changed some accents of port investment policy. With the object of preventing a repetition and in order to maintain the competitiveness of the Port of Hamburg, every effort was concentrated on securing the port installations against floods. In mainly exemplary collaboration with the competent state authorities the port has already achieved a degree of safety which could hardly be found in any other comparable port location. Enhancement of the awareness of danger, the introduction of a new warning system, organisational and technical precautions against floodings within businesses, and the structural protective measures already existing or under way have again testified to the flexibility of the port and its ability to react to new situations.

In the opinion of port businesses, independently of measures already carried out and introduced, consideration should be given at all speed to provide maximum location safeguards, which are not only in the interest of the cargo handling companies and industry in the port area, but are also of decisive importance for the future overall development of the Port of Hamburg. In this respect, as is known, surveys are currently being carried out on the possibilities of erecting a tidal wave barrier in the River Elbe.

Efficiency of cargo handling facilities still increasing

While port investments have taken on a fresh emphasis due to measures on tidal wave safeguards, and moves on improving supra-regional traffic connections are proceeding according to plan (deepening of the Lower Elbe, strengthening efficiency of the port railway, restoration of the Elbe lateral canal and construction of the large-scale marshalling yards at Maschen), new construction work is being continued in the port on complementing existing terminals or setting up new ones. This applies in particular to berth 8 of the Burchardkai-Terminal, expansion of the Africa Terminal and extension of Predöhlkai. The Hansaport complex at Sandauhafen is nearing completion and at the beginning of 1977 will bring a major increase in Hamburg's capacity in grabbable cargo handling. Plans for construction of a new roll-on/roll-off terminal and improving the capacity of fruit transshipment are going ahead.

The working world of the port

Since 1st February, 1976, workers in the port are being offered the opportunity of advanced training to become qualified port operatives. Sponsor of the advanced education programme is the Advanced Education Centre—Port of Hamburg, which is borne by the Union of Public, Transport and Traffic Workers, the Free and Hanseatic City of Hamburg and the Port of Hamburg Business Association. The object of this organisation is to improve further the training standards of workers in the port and to achieve an improved social status for port workers. As the result of the further education measures and the examination at the Hamburg Chamber of Commerce, a hundred operatives were handed their qualified port worker's certificates in 1976.

In cooperation with the Hamburg Labour Exchange the Business Association is currently developing a programme with the object of guaranteeing workplaces in the port for young unemployed people by way of purposeful promotion methods. This is one of the ways of restoring the labour force in the port following a reduction in the number of workers in the recession year of 1975 with its strong

decline in traffic volume, a reduction resulting mainly from normal departures and fluctuation.

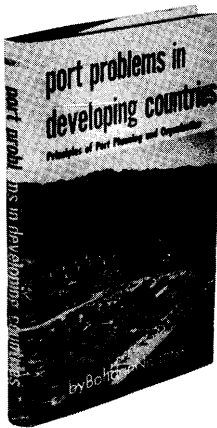
Despite an unemployment quota of 3.7% within the jurisdiction of the Hamburg Labour Exchange, the port businesses and the Gesamthafenbetriebs—Ges.m.bH has not yet succeeded in recruiting suitable new workers in sufficient numbers.

The Union of Public, Transport and Traffic Workers has given notice of termination of the wages tariff contract and the overall contract for port workers of German seaport undertakings with effect from the end of the year. In addition to an 8.5% wage increase demand, there are numerous claims concerning other working conditions (for instance an increase in the number of free Saturdays, extension of the annual holiday, a rise in the employers' share in saving schemes, and amendments to provisions covering dismissals) which will have to be discussed. Negotiations which have taken place to date have so far brought no concrete results.

No guarantee for growth expectations in 1977

With regard to presumed developments in 1977, there are at the moment no clear indications which could definitely support existing hopes for a further upward trend. Following the bitter experiences of the previous year, when the slackening off in work was much stronger than the decline in general home economic developments, only qualified faith can be placed in the various expert opinions containing assumptions of special impulses from foreign trade. (For instance the economic research institutes act on the premise in their autumn surveys that in 1977 exports will rise by 11% and imports by 10.5%—each calculated on the basis of constant prices.)





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Orbiter Probe

“Portos e Navios” August '76

Rio de Janeiro, Brazil (Selected titles from the August 1976 issue of “Portos e Navios”):—

Ports and Waterways

- Paranaguá: Equipments for Itaipu, previously discharged at Santos, are now being channelled through Paranaguá.
- Brazil asks for a loan in Japan, for improvement of port accesses and increase or storage capacity, according to the second phase of the Export Corridors Program.
- Port of Paranaguá only needs to improve its road and railroad accesses to have the Export Corridor operating 100%.
- Port Improvement Tax to be increased from 2 to 3% of cargo value, shortly, as declared by a Government official; this measure will represent a new burden for Brazilian companies operating abroad.
- Port of Salvador: cargo handling from January to June 1976 totalled 519.000 tons, showing a difference of over 60.000 tons with respect to the first semester of 1975.
- A 200 km canal will link the Rivers Jacuí and Ibicuí,

making possible the connection by water from Porto Alegre to Montevideo and Buenos Aires and at a second phase to Paraguai, Bolívia and Mato Grosso State; as declared by the Minister of Transports, this project may be completed on 1980.

- Port of Rio commemorates its 66 years with the start of the work at the new Sepetiba Port.
- Ports of Pará show largest cargo handling of the last 10 years.
- Bahia's second port, at Ilhéus—Porto do Malhado—exported 577 tons of cocoa bean against an importation of 2.094 tons of fertilizers for the cocoa farming.
- Integrated transportation channels rice harvest from the High Guaporé Area, in Mato Grosso, through São Paulo, by water and by railroad.

Other Articles

- An Outline of Port Development in Brazil.
- Eng. Arno Oscar Markus, Portobrás' President, informed that during the first five months of 1976 the tonnage of handled containers increased 34% in comparison to last year's same period.

RECRUITMENT OF OPERATION DIRECTOR

- National Office of Cameroun Port is now searching for an Operation Director of the Douala Port. (presently 2,000,000 t/year).
- The Operation Director must in the first place analyze the actual function of port equipment, evaluate the ensemble of procedures and operation which condition the transit of merchandises through the port.

He has to make also all recommendation concerning the operating procedures and the measures to take for ameliorating the efficiency of port operation, in consideration of the general policies of the National Office of Cameroun Port, and to realize the strategy decided in accordance with the General Director of the Office.

- The candidates must have good experience of the problems of port operation.
- The candidates are requested to send in reasonable time their detailed personal histories with their photographs to the General Director of the National Office of Cameroun Port, Post Box No. 4020 DOUALA-CAMEROUN.
- The candidates who will satisfy the necessary conditions will receive personally the conditions of recruitment and the details of function of the post.

Bustling Port

Hamilton, Ontario, Canada, November 17, 1976 (Port of Hamilton Information Release):—The Port of Hamilton has been a bustling Port for the first 10 months of this year. Tonnage figures to the end of October show an increase in Overseas Cargo of 59% over 1975 through the Harbour Commission Terminals and other wharves and a 2% hike in Domestic and U.S. tonnage.

Port Director, Earl Perkins says that indications from the Steel Industry are "for substantial cargo movements between now and the end of December in both bulk and finished products" he said the Port was also handling "increased volume of other general cargo such as tractors, turbines etc."

Perkins termed the figures "encouraging" but cautioned "they are not to be construed as a fore-runner to another record year but rather a good year."

The Harbour's total tonnage is presently to October 31st 11,090,423 and to break the record must exceed 14,347,244.

"Only Tons Will Tell"

1976 was a good year

Nanaimo, British Columbia, Canada, December 1976 (Nanaimo Harbour News):—In marked contrast to 1975, the present year has been a good one for the Port of Nanaimo and the Harbour Commission expects to see the year end with total shipments of around a million tons coming close to the record year of 1971.

In my year end message for 1975 I said that during the coming year Nanaimo would continue to grow and develop and that our main goal was to ensure that through sound planning we maintained our reputation as an efficient and well managed port.

Well, we have certainly done all those things and as a result the port has been busy and the whole of the Nanaimo area has benefited from the dollars that have flowed in.

Duke Point looks nearer to getting the 'go ahead' sign than it did last year. There have been a number of positive developments. The chairman of the B.C. Development Corporation, Don Duguid has stated that the new port development will go ahead and that he expects it to be the most modern port facility of its size on the West Coast.

We believe that the new port is both needed and viable and while we cannot give a firm date for commencement, we certainly expect the development to begin sometime in 1977.

Even so, it will mean between three and four years before the facilities at Duke Point become operational. In the meantime we have to continue to maintain and improve our present facilities and ensure that they are capable of handling increasing volumes of cargo and larger ships.

One example was the strengthening of C berth and the installation of new cleats, for a total cost of \$60,000, so that we could handle the large Flensburg type ships which are now regular visitors to Nanaimo. The new warehouse is now going ahead and when finished, early in the New Year, will bring our total of covered warehouse space to approximately 100,000 square feet. We have also purchased some new equipment, carried out extensive paving and built a new office on the Assembly Wharf.

The coming year should see the implementation of a new ports policy for Canada. This policy will bring all ports under the same administrative framework and will allow for more local input into the running of the larger ports, such as Vancouver.

In fact, most ports will change their system of administration to that of Nanaimo and other Commission ports. This system has worked remarkably well and we believe that applying it to ports across the country can only result in a more positive development of all of them.

The future looks bright for the Port of Nanaimo. We have proved that we can handle increased tonnage with efficiency and we believe we will attract even more business to the port in 1977. Service will continue to be the keynote of our success.

I would like to take this opportunity to thank the management, staff and everyone who have helped to make 1976 a successful year. It is particularly important to recognize those companies and shippers who use the Port of Nanaimo and to say 'thank you' to them.

And to everyone—our friends around the world and those nearby in Canada and B.C.—A very Merry Christmas and a Happy New Year. Best wishes, wherever you are, from the Commissioners and Staff of the Nanaimo Harbour Commission.

D.M. Greer

Chairman, Nanaimo Harbour
Commission.

Port Liaison Committee a model for Canada's ports

Toronto, Ontario, November 22, 1976 (Toronto Harbour Commissioners):—Representatives of the Port of Toronto Liaison Committee told a meeting of the Board of Toronto Harbour Commissioners recently that committees similar to theirs should be set up in other Canadian Ports.

The liaison committee felt it was opportune to speak up at this time because of a new port administration policy announced by the Federal Government which will bring all Canadian ports under the same administrative framework in the near future.

"Toronto is a commission port and since indications are that other ports in Canada will be structured along similar lines, it is a timely opportunity to let the Federal Government know what is happening in Toronto," said George Campbell, out-going chairman of the liaison committee.

Mr. Campbell, who represents the Ontario Trucking Association, said that the committee involves itself with virtually every phase of the port operation in Toronto.

Its membership consists of representatives of the Great Lakes Deep Sea Committee, the Canadian Importers Association, the Industrial Cartage Association, the Toronto Marine Loss Group of Insurance Companies, the Ontario Trucking Association, the Dominion Chartered Customs House Brokers Association and the Toronto Port Authority.

The chief purpose of the committee in its 10-year existence has been to improve the handling of cargo at the Port of Toronto. Listed among its achievements are: the establishment of a cargo clearance centre, the introduction of computers, the addition of specialized equipment for



Alameda, Calif., November 18, 1976 (PACECO News):—John F. Martin (left), President of Paceco, A Division of Fruehauf Corporation, recently received the International Trade Achievement Award for his firm. Making the presentation at the November 11th meeting of the Oakland World Trade Club was Alice D. Gardner, President, and Ernest G. Figueira, Jr., First Vice President. The award, a ship's wheel and thermostat, was given Paceco for outstanding service in furthering international trade. Paceco, recognized world's leading manufacturer of container handling cranes, has eleven licensees in strategic marketing areas throughout the world.

containers including a mobile container crane, methods of speeding releases for cargo, express delivery doors, cargo security, and finding means of eliminating causes of demurrage.

"The committee's format has proved so valuable in port operations and so successful in its objectives, it is our belief that this committee should be used as a model for introduction to all commission ports, the majority of which are used by members of the associations we represent," said Mr. Campbell.

High cargo levels

Baltimore, Maryland, December 2, 1976 (News from Maryland Port Administration):—High cargo levels at the two largest Maryland Port Administration terminals in the port of Baltimore are going against the prevailing tide.

Despite a general lag in 1976 worldwide foreign commerce resulting in tonnage declines thus far for all major U.S. North Atlantic ports, MPA terminals at Dundalk and Locust Point have actually moved ahead of their respective cargo handling paces of a year ago, according to the most recent figures available.

The MPA's Dundalk Marine Terminal, the largest single general cargo terminal in the port, registered 2,539,774 tons of cargo through September 1976, an increase of 60,524 tons over the same figure a year ago. Containerized freight at the 550-acre terminal also rose to 1,742,931 tons, a jump of 16,353 tons over the 1975 pace.

Total tonnage at the 100-acre Locust Point Marine Terminal through the month of October hit a mark of



Alameda, Calif., November 18, 1976 (PACECO News):—Two new Paceco Portainer cranes are shown, being erected at the Port of Oakland's new container terminal with the assistance of a new Paceco Revolving Crane. The Revolving Crane was recently delivered to its owner, Smith-Rice Company. It has a 275 ton revolving capacity and a 400 ton capacity over the stern. The two new Paceco Portainers at the Port of Oakland have 45 ton capacities and join eight other Portainers previously installed at the Port. Paceco is a Division of Fruehauf Corporation.

623,896 tons, up 17,559 tons over the same point a year earlier. In addition, the grain elevator at Pier 7 Locust Point exported nearly 1.6 million tons of grain during the first 10 months of 1976, a rise of almost 430,000 tons over last year.

The MPA also operates a cargo handling facility at Pier 1, Clinton Street Marine Terminal. This operation handled 158,186 tons of oceanborne freight through August 1976, a drop of some 12,000 tons below the same figure a year ago. However, container tonnage at Clinton Street for the first eight months of this year nearly doubled that for the same point in 1975, reaching 15,490 tons.

These three MPA-operated terminals handled a combined total of 4,212,678 tons of cargo last year, more than half of all the general or boxed cargo accommodated in the port of Baltimore for 1975.

In addition to the three MPA terminals, there are six other major international cargo terminals located in the port of Baltimore. These are all privately operated.

The MPA is an agency of the Maryland Department of Transportation.

Container cranes replaced in record time

Baltimore, Maryland, December 16, 1976 (News From Maryland Port Administration):—Two port of Baltimore container cranes destroyed last March in a hurricane-force windstorm have been replaced in what is believed to be record time.

The 40-ton capacity container cranes, located at Dundalk Marine Terminal's Berths 11 and 12, are nearly



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operational just eight months after emergency bids were received by the Maryland Port Administration to replace the destroyed cranes. The normal time span from bid to completely installed crane is 15-18 months.

Crane #12, the first to be installed, is expected to be weight-tested for U.S. government certification this week. Crane #11 is expected to be operational in January 1977.

As were those lost in the windstorm, the new cranes were manufactured by Ishikawajima-Harima Industries (IHI) of Japan. IHI, through its American representative C. Itoh and Company, was awarded a \$3.94 million contract in April 1976 to replace the destroyed cranes.

The new cranes are gantry mounted diesel electrics. The only major design difference from the cranes they are replacing is a shorter backreach, which is 60 feet as compared with 100 feet on the old cranes. However, this smaller backreach in no way affects the safety or operational efficiency of the new models.

The addition of the two cranes restores Dundalk to a total of seven specialized container cranes. This facility generally accommodates about 75 percent of the total annual portwide container traffic in Baltimore. Overall, Baltimore has the second largest container volume on the U.S. Atlantic and Gulf coasts.

Harbor chief retires

Honolulu, Hawaii, December 8, 1976 (Department of

Transportation):—Melvin E. Lepine, chief of the State of Hawaii Harbors Division for the past 14-1/2 years, will retire from state service Dec. 30, 1976.

Lepine, a past director of both the American Association of Port Authorities and the Pacific Coast Association of Port Authorities, began his state service with the highway department of the territory in 1946, before Hawaii became a state. He was named chief of the Harbors Division of the Department of Transportation in July, 1962. In that capacity he was responsible for the administration, planning, design and maintenance of the state's six deep-water ports, two mediumdraft harbors and 21 small boat harbors. He also administered state jurisdiction over shores and shore waters.

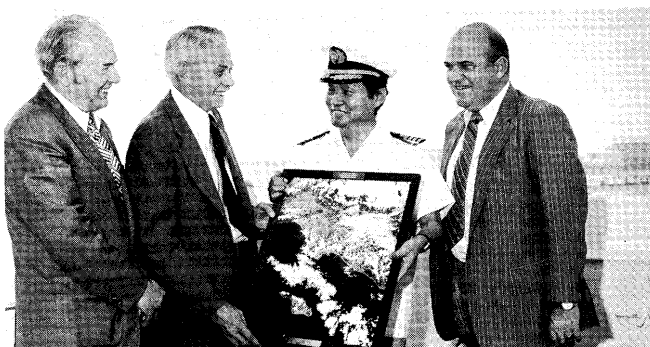
He is a registered civil and structural engineer, past president of the Engineering Association of Hawaii, a vice president of the Hawaii Society of Professional Engineers and a fellow, American Society of Civil Engineers.

He plans to continue his professional career either in private industry or in government.

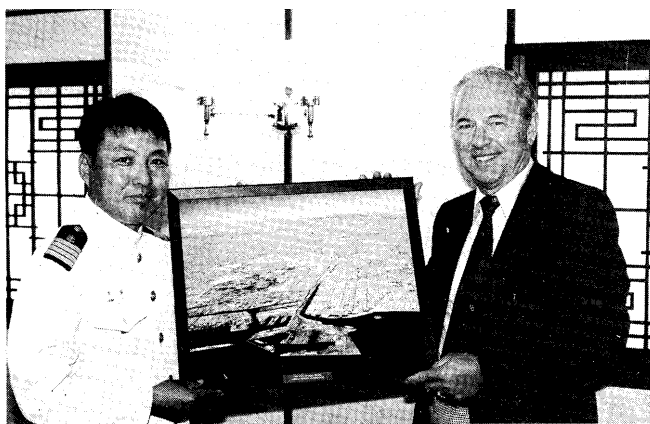
Waste Disposal Plant Opened

Houston, Texas (Port of Houston Magazine, October, 1976):—It isn't a secret to anybody anymore—the Houston Ship Channel IS getting cleaner.

What ship captains and others involved in the daily work life of the Channel have been noticing for the past ten years



Long Beach, Calif., 121376 (Port of Long Beach News):—Maiden voyage arrival of the MS Sovereign Express at Pacific Container Terminal in the Port of Long Beach added yet another modern containership to the Europacific Joint Service fleet fielded by Hapag-Lloyd and French Line. The vessel carries 630 TEU's and brings frequency of call service at Long Beach to one ship every ten days in the Europe to Pacific trade. Port Operations Director Harvey Harnagel left, and Trade Development Director Dean Petersen came aboard to present Apollo photo of Southern California to Captain Hiroshi Hayashi. Jesse Miller, regional sales manager for Balfour, Guthrie & Co. is at right.

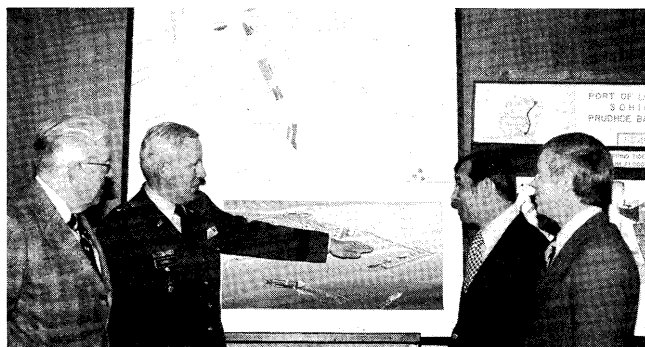


Long Beach, Calif., 122176 (Port of Long Beach News):—First time call of the South Korean Maritime Training Ship Hanbada at the Port of Long Beach found the complement of Cadets touring harbor facilities and enjoying a brief visit with the Korean community in the area. Photo shows Captain Ihl Hugh, left, as he was presented with aerial photo of Long Beach Harbor by Harvey H. Harnagel, Director of Port Operations.

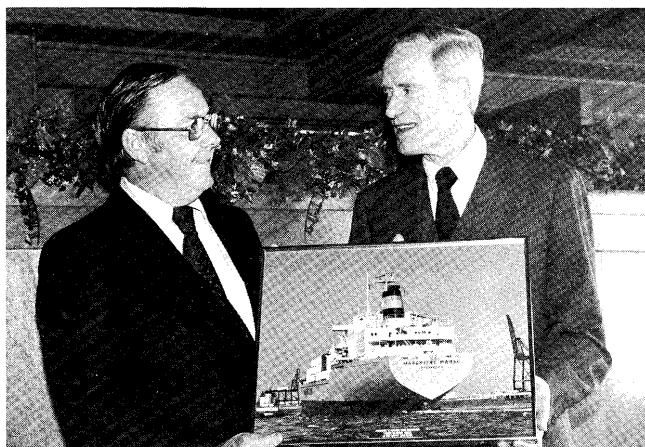
has finally become apparent to local citizens and governmental agencies.

A Houston newspaper's environmental reporter recently wrote a column on the marked improvement in water clarity in the Channel, commenting on the return of marine life and admitting that the Channel is no longer a "dead" body of water.

A happy cooperation between government and industry has primarily been responsible for the improvement, and



Long Beach, Calif., 122176 (Port of Long Beach News):—A recent high-level briefing on the proposed Alaskan oil terminal planned in the Port of Long Beach for SOHIO found, from left, Chief Harbor Engineer Bob Hoffmaster; Brig. General Richard M. Connell, Division Engineer of the Corps of Engineers; SOHIO Transportation Company President, Fred Garibaldi; and Victor Veysey, Assistant Secretary of the Army, discussing the engineering aspects of the three vessel facility planned for the south side of Pier J.



Long Beach, Calif., 122176 (Port of Long Beach News):—Among distinguished visitors to the Port of Long Beach recently was Maersk Mc-Kinney Moller, Maersk Line Shipowner, who toured the modern Maersk Line Container Terminal on Pier J. He is pictured at left as he was presented with color photograph of the Margrethe Maersk entering Long Beach Harbor by Harbor Commission President James G. Craig, Jr. With nine fast new ships now calling at Long Beach, Maersk offers shippers weekly service between the West Coast and Far East.

last month a new facility was dedicated which will speed the recovery process even more.

Texas Secretary of State Mark White, reading a speech prepared by Texas Governor Dolph Briscoe, praised the new Washburn Tunnel Waste Disposal Plant, calling it a "unique experiment" that symbolizes the re-birth of the Houston Ship Channel.

The new facility is owned and operated by the Gulf Coast Waste Disposal Authority, in itself a unique organization in that it was the first agency in the United States



San Francisco, Calif., 11/30/76 (Marine Exchange of the San Francisco Bay Region):—Flanked by a fraction of the 191 cadets aboard the Korean Merchant Marine Training Ship, the M.V. Hanbada, Capt. Ihl Hugh displays Marine Exchange tray he received welcoming his ship to the Golden Gate. The Hanbada, on its maiden voyage to the Golden Gate and the West Coast, provides the cadets with six months practical experience out of a total of our years of study toward becoming licensed officers in the Korean Merchant Marine. On hand to welcome the Captain and his ship were representatives of the Marine Exchange and General Steamship Corp., Ltd., who are its West Coast agents.

established as a regional authority to approach pollution control problems in a complete estuarine system, Galveston Bay.

The Authority is made up of a nine-member board of an opinion on every discharge permit applied for within a three-county area.

The Authority is made up of a ninemember board of directors with representatives from each of the three counties surrounding Galveston Bay. Its powers are broad and the Authority can construct, maintain and use any facility needed to carry out its purpose—pollution control along the Channel.

The GCWDA operates a series of waste disposal plants, both municipal and industrial.

The Washburn Tunnel facility treats the waste products of five Channel industries: Atlantic Richfield, Champion International, Crown Central Petroleum, Petro-Tex Chemicals and Air Products and Chemicals.

The treatment system is based upon the activated sludge process in which organic pollutants are brought into contact with bacteria and are converted into harmless carbon dioxide, water and more bacteria. Using a system of screens, detention clarifiers, aeration and chemical additives, the plant cleans the liquid waste until the final effluent discharged into the Channel is well within the limits set by the Texas Water Quality Board and the Environmental Protection Agency.

The solid sludge is treated and then pumped to a bank of eight pressure-type filter presses. Water is removed from the sludge under pressure and is forced through a filter cloth.

The concentrated, dewatered sludge, known as a filter cake, is dropped from the presses onto conveyor belts which moves it to an incinerator.

This process reduces a daily product of 3,000 tons of sludge to 150 tons of incinerator ash.



San Francisco, Calif., 12/2/76 (Marine Exchange of the San Francisco Bay Region):—Celebrating the opening of the new offices of Williams, Dimond & Co. at the Union Bank Building in San Francisco are (from left) Tom Nagata, Mitsui & Co., Walt Loughery, president, Williams, Dimond & Co., and Masao Ogata, senior representative, Mitsui O.S.K. Lines, Ltd. Williams, Dimond & Co. has been serving the Golden Gate region since 1862 and represents many steamship lines, including Mitsui O.S.K. Lines, Ltd. Also on hand to join in the "office warming" were many representatives of the maritime community in the San Francisco Bay region.

The ash in the new system is pure lime and may be used as a road conditioner or as a substitute for shell in the making of concrete.

Up to 55 million gallons of waste a day can be treated at the Washburn Tunnel facility.

Mr. McJunkin to succeed Mr. Thorley

Long Beach, Calif., 12/17/76 (Port of Long Beach News):—The Long Beach Board of Harbor Commissioners has named James H. McJunkin to succeed Thomas J. Thorley as General Manager of the Port of Long Beach, effective with Thorley's retirement May 1, 1977.

McJunkin, 48, has been Assistant General Manager since 1970. Prior to that, he was Director of Trade Development, Port Traffic Manager and General Manager of the Northern California Ports and Terminals Bureau.

Thorley, who has been with the Long Beach Harbor Department for 31 years, seven years as General Manager, 11 years as Assistant General Manager, had earlier postponed his retirement at the Commission's request in order to oversee completion of the Port General Plan and a number of major expansion projects.

Tampa Harbor Deepening Project

News from the Tampa Port Authority

Tampa, Florida, 8-25-76:—The date of August 25, 1976, was one to remember at the Port of Tampa, Florida.

On that date, the huge cutter head of the dredge WESTERN CONDOR took its first bite of sand to start the Tampa Harbor Deepening Project. The moment was the culmination of more than a dozen years of effort on the part of the Tampa Port Authority, the port community and Tampa civic leaders.

The WESTERN CONDOR began the first phase of the actual dredging under a \$3 million contract with the U.S. Corps of Engineers. It was the first movement of earth in an estimated \$120 million project to deepen the harbor channels from their present 34 feet to 43 feet from the channel entrance seaward of Egmont Key to the inner harbor of the port, a distance of more than 30 miles.

To date, Congress has appropriated \$20 million for the construction project. These funds will be spent in future contracts to be let later this year and early next year.

It was in 1964 that the Port Authority began its efforts for harbor deepening, recognizing the revolution in the shipping industry that was then in its infancy. Bulk carriers for the haulage of phosphate rock, one of the port's chief export commodities, were growing larger and with deeper drafts. More of these ships were on the drawing boards and under construction in the world's ship yards. At the same time, petroleum tankers and barges were growing larger every year.

These ships were leaving and entering the port light-loaded, causing serious economic hardships to phosphate producers, shippers and eventually to the consumers of phosphate, fertilizer products and petroleum.

The Tampa Port Authority at this time asked the Corps of Engineers to perform a feasibility study, and the effort began to obtain the funds for that study from Congress.

The Port of Tampa's request received favorable recognition in Congress when it was shown that the earlier dredging project of the 1950's and early 60's had produced phenomenal results. This project had deepened the harbor channels from 28 to 34 feet. During the ten-year period from 1955 to 1965, traffic at the port had risen from 8 million to 19 million tons and by 1970 to 32 million tons.

This kind of record, combined with professional projections of cargo rising to 100 million tons by the end of the century, led to the authorization by Congress of the present deepening project in the Rivers and Harbors Act. of 1970.

The impact of the earlier dredging project cannot be over-emphasized, because it gives a clear insight to the benefits to be derived from the present 43-foot project.

- Since the completion of the earlier project, tonnage has risen at the port by 211.6 per cent.
- The economic impact of the port on Hillsborough and the surrounding counties rose from \$40,008,900 in 1960 to \$93,371,551 in 1975.

- Customs collections rose from \$7,252,120 in 1960 to \$24,203,715 in 1975, an increase of 233 per cent.

Study has shown that with the 43-foot project, the economic impact of the port on Hillsborough and the surrounding counties would be \$236,253,200, or 153 per cent over 1975. This figure takes, into account increased prosperity through employment, buying power and tax revenue.

The benefits to be derived from the new project are already resulting in port growth. Some examples are: C.F. Industries' construction of a new phosphate products terminal, Cargill's grain elevator, development at Big Bend of a new phosphate and phosphoric acid terminal and the recent decision by Royster Company to construct a storage facility for anhydrous ammonia. There are also strong indications that additional storage facilities for petroleum products will be constructed in the port.

It was a long and arduous task. Many ports with shallow drafts had recognized the problem. Many areas of the United States were seeking funds for public works projects.

Continuous and relentless self-help on the part of the Tampa Port Authority added greatly toward the authorization of the project. The principal example of this effort to go it alone without dependence on the Federal Government was the dredging of the East Bay Channel and Turning Basin at a cost in excess of \$5 million. This was financed by a revenue bond issue backed entirely from the proceeds produced by the capital assets of the Authority.

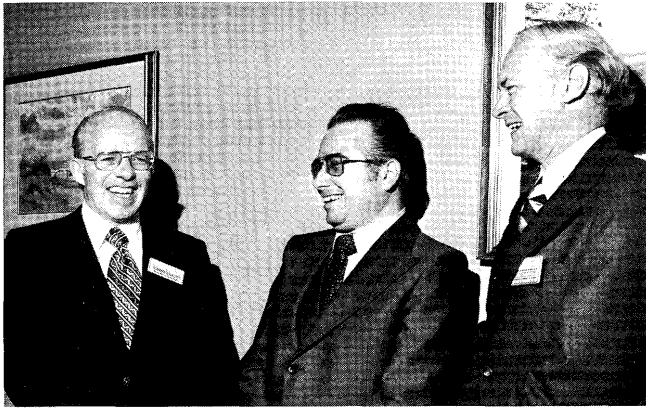
Further impetus was given when the Port Authority financed more than half of a study of the hydrology and environment of Tampa Bay. This was prompted by the burgeoning environmental protection movement and was designed to determine where spoil from the deepening should be deposited without harm to the hydrology and the biota of the Bay.

This study proved to be of inestimable value to the Corps of Engineers in the preparation of its Environmental Impact study of the project.

Although the project was authorized at the close of 1970, it was several years before Congress appropriated funds for actual construction. Several hurdles had to be overcome. There was insistence on the part of some that off-shore loading of phosphate would be more economically and environmentally sound. There was controversy as to whether the original 44 feet recommended by the Engineers was feasible. There was controversy on the extent of production of the phosphate mines, and finally a great deal of dissension and discussion regarding the Corps of Engineers' Environmental Impact Statement.

Each one of these roadblocks had to be surmounted before the actual dredging began.

Now on the site is the WESTERN CONDOR, one of the largest hydraulic dredges in the world. It is operated by Western Construction Corporation. It is 370 feet long, with a beam of 70 feet. It is expected the first phase will be completed within three months.



San Francisco, Calif., 12/8/76 (S.F. Customs and Freight Forwarders Association):—Quest for intermodal tariffs was one of the topics covered by Ray Velez (center), Pacific Coast-European Conference chairman, in recent remarks to the San Francisco Customs Brokers and Freight Forwarders Association. The steamship conference official detailed efforts to secure Federal Maritime Commission approval for combined land-sea rate structures. On hand were Association forwarders committee chairman Bill Bosque (left), partner, J.E. Lowden & Co., and director Ted Rausch, Ted L. Rausch Co.



San, Francisco, Calif., 12/10/76 (Marine Exchange of the San Francisco Bay Region):—TREASURE OF ART AND INFORMATION—You and your friends can enjoy full color reproductions of Podich and Coulter art in the newly-published Golden Gate Atlas. Marine Exchange president Paul A. O'Leary presented the first copy to Jill Schwaderer for the San Francisco World Trade Club. The fourth—and completely revised—version features in over 100 pages a full reference and directory of Golden Gate trade and shipping resources. O'Leary, who is also executive vice president of Connell Bros. Co., Ltd., noted the atlas includes detailed reports on port facilities (with keyed maps

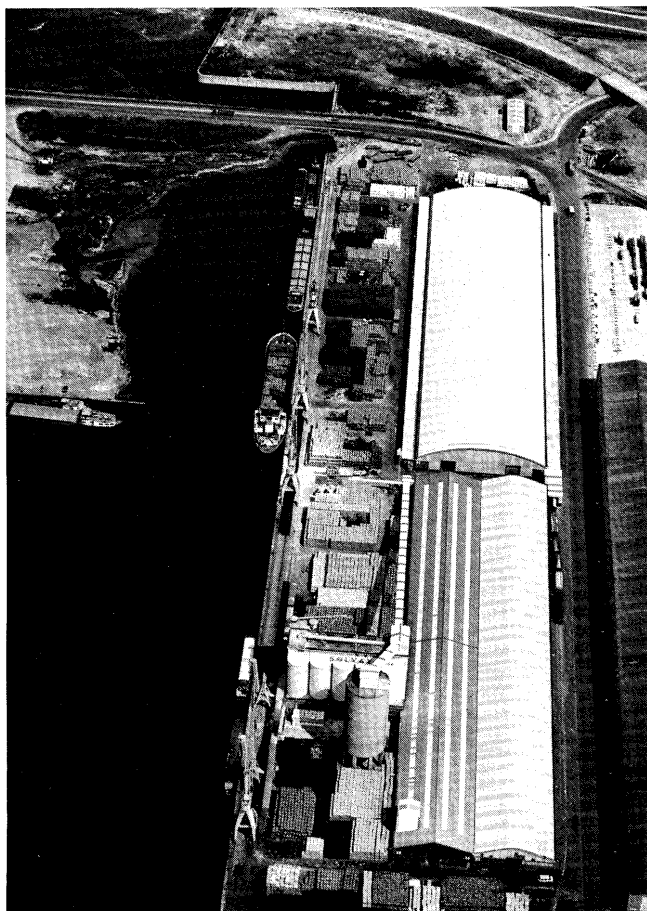
for each), extending to the upper bays and river systems, lists ocean routes and anchorages, and has a cross-indexed shipowners and agencies directory, plus extensive other information. Copies of the unique, new reference are available from the Marine Exchange, 303 World Trade Center, S.F., CA 94111 (telephone—415-982-7788). Copies are available for \$1.50 each (plus 5 cents postage and handling). Quantity rates are available one request.



San Francisco, Calif., 12/9/76 (Marine Exchange of the San Francisco Bay Region):—Paul A. O'Leary (right), executive vice president of Connell Bros. Co., Ltd., receives the National Maritime Council's 1976 Binnacle Award from William Wagstaffe, General Traffic Manager, Del Monte Corporation. O'Leary received this award for his outstanding contributions to NMC's efforts to strengthen the American merchant marine in his role as a shipper advisor. He is also president of the Marine Exchange of the San Francisco Bay Region.



San Francisco, Calif., 12/17/76 (Marine Exchange of the San Francisco Bay Region):—Capt. Arne Wiegert discusses future sailing plans during welcoming ceremonies for his ship, the M.V. Don Juan. The Don Juan is the second Wellenius Line auto-carrier to make its maiden voyage to the Golden Gate in recent weeks. On hand to welcome the Captain were Swedish Consul General, Cecilia Nettebrandt, Maritime Princess Chris Herring of the Atlantic Companies and Gary Heil of the Marine Exchange. Also present were several representatives of the Port of San Francisco and the Fred F. Noonan Company, agents for Wellenius Line.



Antwerp:—A terminal for caustic soda (Solvay). To the left, works in progress to link the 5th Harbour dock with America dock, especially for barge traffic.



Antwerp:—View of the city with the port area in the upper section.



Antwerp:—3rd harbour dock surrounded by urban area and secondary industrial and distribution facilities.

“HINTERLAND”: New Review

Antwerp, 27/10/76 (Press Release of Port of Antwerp Promotion Association):—With the aim of adapting the news service about the port of Antwerp and the related branches of industry, to the developed methods regarding the circulation of information, a new magazine has been created under the impulse of the City Council and the Port of Antwerp Promotion Association.

The publication became a reality by the merging of the bulletin “Antwerps Havennieuws” with the quarterly fourlingual review *Hinterland*.

This last name is retained but the periodicity has been put at 5 numbers a year, with each number appearing in four languages separately (English—Dutch—French—German).

In this way the originators think to be able to spread more rationally the information and the contributions about the centre of growth Antwerp.

The leading article in the first number of the English *Hinterland* is devoted to the dossier of the **navigability of the Scheldt** and stresses the fact that intensive dredging and adapted navigational aids ensure the navigability of the river for ships with larger draught. Indeed, at present ships with a

draught up to 45 feet (13.71 m) can already safely navigate the river on a spring tide. It can be said with certainty that units with a draught of a maximum of 30'—which form the great majority of shipping traffic—call at Antwerp without the slightest difficulty.

It is the wish of all those connected with the Antwerp port to provide to the sea-going vessels a draught of up to 48' in favourable circumstances.

The various elements which go to make for a safe journey to and from Antwerp are: the depth of the navigable channel, the use of the tide, the use of navigational aids, the admissible density of shipping traffic (including inland craft traffic), the regulation and planning of such a traffic, a smoothly functioning pilotage service and progress with regard to shipbuilding techniques.

The progress which could be made in a few years, is underlined by a second article which describes the new perspectives for the traffic on the Far Eastern route on which large 2nd and 3rd generation container vessels are into service.

Mediterranean/UK service at London

London, 29th November, 1976 (PLA News):—London has won back a major import service.

Hellenic Lines Ltd. Mediterranean/UK service will in future discharge at the Port of London Authority's West India Dock, which, it is anticipated, will be the sole UK port of call for inward cargoes. The line already use West India Dock as their export terminal.

A trial ship, the "Germania", has already been successfully discharged and a regular 3 to 4 ship per month schedule begins on 30th November, when mv "Romania" is due. Altogether there will be 11 vessels in the service.

The service means an additional 20,000 tonnes of imports per year—mainly dried fruit, nuts, fruit juice and canned goods—and a consolidation of Hellenic Lines services in London.

Announcing the decision a Director of Fenton Steamship Co. Ltd.—General European agents for Hellenic Lines Ltd.—said, "We have noted the sustained improvement in productivity and turn round time in London over the last year or so, and we have now been able to negotiate a contract with PLA which, with the saving made by cutting out a port of call, makes it worth while to bring our import and export services together in London."

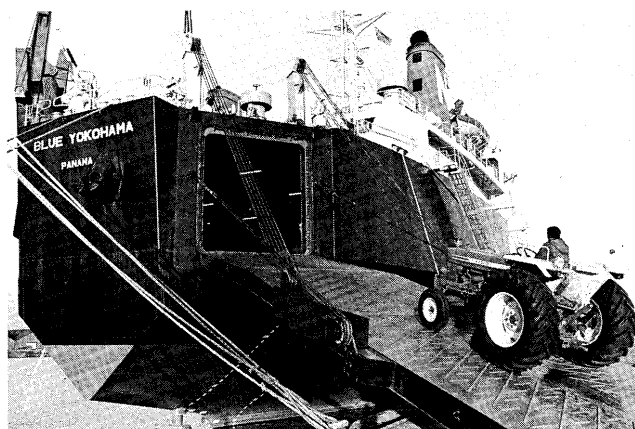
"Our customers will still pay the same freight rate and, as a result of arrangements between the line and PLA, the wharfage charges in London will be collected by our London agents, John Good & Sons (Ldn.) Ltd., which will also mean no increase in our customers' wharfage charges. There is also the added benefit that we will be able to accept small consignments for London, which were previously uneconomic, now that the ships will be discharging and loading in the same port."

"We are happy to return to London, we believe our customers will get a better service, it is now up to everyone involved to give the service full support."

Carol service starts at Tilbury



London, 10th December, 1976 (PLA News):—The first sailing from UK on the new CAROL (Caribbean Overseas Line) container service took place today when "Caribia Express" (pictured above) loaded at the Port of London Authority's Tilbury Dock.



London, 14th December 1976 (PLA News):—NEW SHIP ADDED TO LONDON/WEST AFRICA SERVICE: On her maiden voyage at the start of a regular service between London and Nigeria the 14,000 dwt "Blue Yokohama" (pictured above) loaded a consignment of commercial vehicles at the West Africa Terminal in Tilbury Docks this week.

"Blue Yokohama" has been taken on charter by the UK/West Africa Lines Joint Service (UKWAL) to provide an express service to meet the demand for commercial vehicles and plant in West Africa.

The vessel is equipped for lift on/lift off as well as roll on/roll off operation. This flexibility can be fully utilised at the West Africa Terminal which was developed jointly by UKWAL and the Port of London Authority for the specific requirements of the West Africa Trade. In addition to traditional imports, and exports, the Terminal is handling an increasing volume of vehicles, containers, and other unit loads for West Africa and the addition of "Blue Yokohama" will help speed valuable British exports to this part of the world.

Tilbury is one of the two UK ports of call in the new service which will provide weekly sailings linking 10 European ports with 10 ports in Latin America. Liverpool is the other UK port.

"Caribia Express" 20,091 tons gross, the first of six new cellular vessels being built for the CAROL consortium, is owned by Hapag-Lloyd—the West German shipping company. The other three members are the British company Harrison Line, KNSM of Amsterdam and Compagnie Generale Maritime of Paris.

Outsize export by SEABEE

London, 15th December, 1976 (News from PLA):—The first of a new generation of SEABEE barges, a 770 tons capacity specially designed heavy lift, flat deck type for the transport of unusual heavy lifts or oversize shipments via the Lykes Lines SEABEE Service, loaded its first UK export consignment in London's Royal Albert Dock today (Wednesday, December 15th).

The £400,000 86 tonne load comprised an air separation column cold box of unusual size and additional equipment built by Cryoplant Limited of Edmonton, London for a chemical plant under construction at Mount Vernon, Indiana. The 51 tonne cold box measured 97ft 6ins long by 14ft 6ins wide by 13ft high and was placed aboard the

barge with the two smaller units by the 120 ton capacity floating crane LONDON SAMSON of the PLA's fleet of floating cranes.

Arranged by Killick Martin & Company Limited, UK General Agents for Lykes Lines regular SEABEE service between London and the US Gulf, the consignments had been hauled from the works by Robert Wynn & Sons Limited to the export berth, No. 7 Royal Albert Dock. The loaded barge was then towed to the deep water Lykes Lines mooring at Gravesend to be shipped on board TILLIE LYKES for voyage to New Orleans. There it will be floated off for on-towage over 1,000 miles up-river to Mount Vernon in America's mid west.

David Mead, Killick Martin's executive for Lykes Lines service said: "This important consignment to USA in National Export Year demonstrates the flexibility of the SEABEE system of transportation now enhanced by the longer flat deck type of barge. We have two more of these barges about to enter service. They have been specially built in the States to cater for oversize loads, heavy lifts and a variety of special applications. They have design characteristics which make possible Ro-Ro or Skid transference at any convenient wharf or land point with navigable access, making the system virtually a wharf-to-wharf, if not door-to-door facility. This barge came over on s.s. ALMERIA LYKES with other normal barge aboard ship traffic and discharged her three tier high inward load of 40ft containers at our regular SEABEE terminal Bruce's Wharf at Gray's. London's capability for handling heavy and outsize lifts made the export loading easy. We see great potential for British exporters who could realise cost-time benefits through this expanded SEABEE system with its directness of routing and assured passage on our regular LYKES LINES service through London to US Gulf."

The SEABEE system is a barge-aboard-ship method of transporting cargoes. At each end of the voyage the mother ship goes to a deep water mooring to unship and ship laden craft which are towed to and from dock berths, coastal or river wharves in shallower water. The SEABEE barges cater for all types of traffic including bulk, break-bulk general cargo, palletised or containerised goods and, with the specialised larger units, outsize and heavy lift loads.

Fifth shipping line at Le Verdon

Bordeaux, France, 30th November 1976 (Port of Bordeaux Authority Press Release):—After the shipping lines SCANAUSTRAL, AFRICATAINER, COMPAGNIE GENERALE MARITIME and ITALIA, it is the COMPAGNIE DE NAVIGATION MIXTE who called today, for the first time at Le Verdon, with one of their container vessels, the RAIMU, addressed to the Society A. BALGUERIE.

This integral containership of 25,000 t.d.w. entered into service last August. During her first call, she unloaded 74 twenty foot containers at Le Verdon and loaded 180.

Like her sister ship PAGNOL, the RAIMU maintains a regular line service with the West Indies. Inaugurated during the month of March 1976, this line, operated by the COMPAGNIE DE NAVIGATION MIXTE, until today worked out of Bassens. Hereafter, it will be every 12 days from Le Verdon.

Bordeaux-Le Verdon finds itself, therefore, particularly

well linked to the Caribbean since apart from this service of the COMPAGNIE DE NAVIGATION MIXTE, the COMPAGNIE GENERALE MARITIME operates a weekly line out of our port with containerships.

Steady rise in container traffic through the Port of Bordeaux

Bordeaux, France, 4th December 1976 (Port of Bordeaux Authority Press Release):—The monthly record for containerised goods passing through the Port of Bordeaux was broken yet again in October this year, with a figure of more than 21,700 metric tons.

This brings the total traffic to a level of 157,000 tons at the end of the 10th. month of the year, representing an increase of over 68% compared to the figure reached in the same period last year, (93,000 t.). It is interesting to note that there has been a sharp rise on the export market, in containerised goods, particularly manufactured products, which have reached the level of 86,800 tons; (an increase, as compared to the 1975 ten month figure of 93.5%).

The fact that the container terminal at Le Verdon, which was brought into service on 21st. October this year, has attracted the attention of the majority of the shipping lines, makes it reasonable to expect, today, that container traffic through the Port of Bordeaux-Le Verdon, will reach the 200,000 ton mark by the end of the year.

1977 budget estimate

Dunkirk, France, December 1976 (Dunkirk News, Prepared by the Public Relations Department, Port of Dunkirk Authority):—Next year's prospects for a rise in traffic are moderate. The total amount of traffic should be about 35 million tons. Government measure to limit inflation of prices and salaries, caused estimates to be revised: the level of harbour dues, and crane and equipment rental will stay frozen until April 1977, when they will rise by an average of 6.5%.

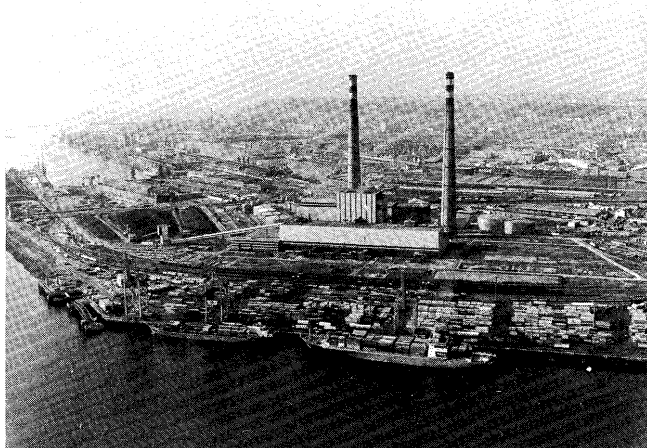
The main investments set down for 1977 will be:

- continuing the work in the rapid transit port, the quay for steels and the pumping station.
- building and equipping two berths for bulk cargo in the western port.
- widening of the sluice in IV mole.
- purchase of land and development of industrial port zone (I.P.Z.).
- building sheds for general cargo.

At the same time, but quite apart from these operations, a dry dock will be built for 170,000 dwt. ships by SECOTER.

Le Havre Flashes, October, 1976

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



- Front cover caption: Traffic up 10% during first nine months of 1976



- Brazilian bridgehead in the industrial zone

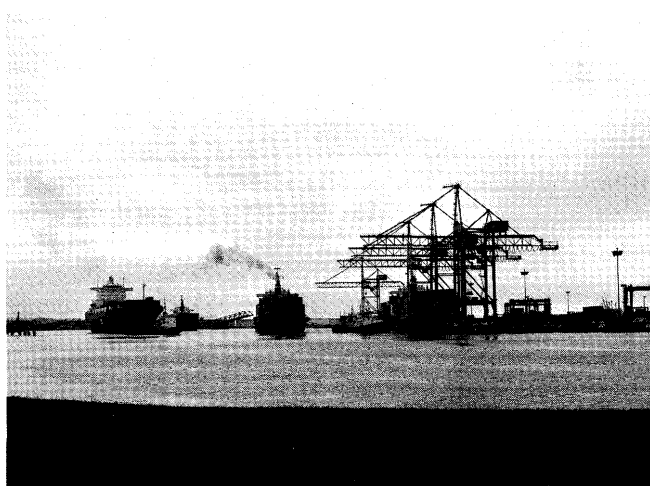
At the end of the official visit to France in April of the President of the Federal Republic of Brazil, General Geisel, a joint communiqué was issued by the General and by the French President, M. Valéry Giscard d'Estaing, covering among other things the field of economic co-operation. One of the sectors in which it was agreed that specific projects should be accorded planning priority was the establishment of a Brazilian bridgehead in the industrial estate belonging to the Port of Le Havre.

The aim is to establish facilities for the transit, storage, assembly and transformation of semi-finished manufactured products of Brazilian origin, and thereby make it easier for them to be placed on the European market.

The French Minister for Regional Development, Mr. Robert Galley, and the Brazilian Minister in charge of Planning, Mr. J.P. Dos Reis Velloso, also signed a declaration of intent on April 28th. They feel that Le Havre's

port/industry zone is a particularly favourable site for such a project, and they will be taking steps to ensure that it comes to fruition. The appropriate authorities in the two countries will be informed of the great benefits to be obtained from the scheme, and every effort will be made to encourage agreements for technical, financial and commercial co-operation between French and Brazilian firms, with the aim of achieving the first tangible results by the end of the present year, for incorporation among the extensive new specialised facilities currently being developed in the Havre port/industry zone.

The decision to establish the bridgehead here is of the greatest importance not only for the port of Le Havre but for the entire local economy, since so many of the activities covered by the agreements are job-creating, and in particular require female labour.



- Trading partners in 1975

Le Havre traded with 557 different ports in 1975, against 543 in 1974. With 166 of them (against 156 the previous year) traffic was incoming only, while with 140 (against 130) it was outgoing only. With the remaining 251 (against 257) trade was in both directions, covering imports and exports alike. The number of different countries using Le Havre for seaborne trade rose from 126 in 1974 to 130 in 1975.

- Carol Line for Le Havre

The Carol Line is a consortium formed by the Compagnie Générale Maritime, Harrison Lines, KNSM and Hapag Lloyd, which are respectively French, British, Dutch and German companies. It operates a regular service between northern Europe and Latin America, including the Caribbean.

Vessels belonging to the group will call at Le Havre from December onwards, docking at the Quai de l'Europe container terminal.

● New USA/North Europe service

Trans Freight Lines, a subsidiary of the Australian company Thomas Nationwide Transport, has opened a new non-conference container line from the USA to Northern Europe, serving New York, Portsmouth, Charleston, Rotterdam, Felixstowe and Le Havre. The first vessel to call at Le Havre was the Singapore-registered Trans Europa, which arrived on August 3rd, inaugurating the schedule of twice-monthly sailings. The agents here are Jokelson, with the Cie Nouvelle de Manutentions for the stevedoring.

● New Mexican service

The Mexican shipping company Navimex has opened a new outward service from Europe to Mexico. The first vessel to call here was the Northern Frost, which docked on June 25th. There are sailings every 25 days and the service is due to be strengthened towards the end of the year with the introduction of two further vessels. The agents here are Jolasry.



● 650 tonne heavy lift crane to be installed

The port of Le Havre's equipment for handling heavy loads at present consists of a number of floating cranes, the most powerful of which has a capacity of 200 tonnes. The port authority has now decided to acquire an extremely powerful land-based heavy lift derrick with a capacity of 650 tonnes. It will have the double advantage of answering to the needs of nuclear power station constructors, while providing the port with a useful tool for the future to cope with the heavy loads passing ever more frequently through Le Havre as a result of the many contacts made with manufacturers and exporters of capital equipment.

It has been decided to set up the derrick at the No. 3 Berth of the Roll-on/Roll-off Terminal on the Grand Canal du Havre (the ship canal that runs through the industrial zone), since all very heavy loads need to be concentrated at one spot, where there is room both to hoist them into the air and push them about on the ground. In view of the very great lifting power required, a land-based crane was chosen

instead of a floating crane, which moreover would have cost about twice as much.

The new crane will be able to raise loads of 650 tonnes and up to 12 m (40 ft) in diameter and is scheduled to come into service in April 1977. The total capital investment involved is of the order of ten million francs, but the extra traffic already lined up is expected to cover the cost in a very short time.

● Beating pollution

Industrial waste of a combustible nature was for some years burnt at a site in the industrial zone, but since July 1st the fires have been quenched and the smoke has disappeared. Last May work began on the incinerating station where such wastes will be disposed of in future. It too is sited in the industrial zone, to the east of the new Nickel plant, and will be completed in July 1977, becoming operational the following September. In the meanwhile, waste which requires burning is being sent to destruction centres in the Paris area.

“EUROPORT SOUTH”

Extracts from “Marseilles/Fos Europort South”, The monthly magazine of the Port of Marseilles Authority, October 1976

● EDITORIAL

The ship repair industry in Marseilles accounts for 70% of the total French turnover in this field, which indicates the importance of this sector in the life of France's largest port.

The effects of the world economic recession and the slowing down of the shipping market have been severe. Nevertheless, June, July and August were relatively satisfactory and although we are far from the full economic employment of past years, the prospects for the future are fairly encouraging.

The Board of the P.M.A. has therefore decided to purchase a secondhand floating dock of 11,000 tonnes, 176 m long and 26 m wide, which is roughly the same size as Drydock No. 7. This will enable the Port to progressively repair Drydocks No. 1 to 7 which need extensive overhauls.

Furthermore, apart from this progressive modernization of existing drydocks the PMA intends during the course of the VIIth Plan to build a new drydock similar to the present No. 9, which is 250 m long and 37 m wide.

The PMA intends to make sure that the important Marseilles' ship repair industry will not suffer from any lack of modern facilities.

● The PMA and the world

The Annual General Meeting of the Permanent Franco-Swiss Committee of the Port of Marseilles met on the 8th September at Marseilles.

The Swiss delegation, led by Mr. Henri Schmitt, Councillor of State for the Canton and the Republic of Geneva, and Head of Department for Public Finance, was met on arrival at the airport (from a Swissair flight) by Mr. Pierre

(Continued on next page bottom)

Port of Dunkirk in 1975

Extracted from Port of Dunkirk Authority 1975 Year Book

(First two sections of the first chapter "General Situation")

THE WORLD'S ECONOMIC TREND

The 1974 upheaval still shook the world's economy in 1975. Apart from the oil-producing countries, all nations consider that year as the worst since World War II. A slump both in domestic and foreign trade and rife unemployment have characterized the economy of the O.E.C.D. countries. Yet, a glimmer of hope has supervened: the inflation rate is slowing down and the balance of trade of the industrialized countries is improving.

The genesis of this trouble arose from the new policy adopted by the oil-producing countries.

To damp the impact of increased fuel and power costs, the oil-importing countries had to accommodate themselves with much inflation and an adverse trade balance. In 1975,

BLUM, President of the French delegation and the Port of Marseilles Authority.

The meeting was held at the Head Office of the Port Authority in the presence of Mr. Oswald Morand, Consul General of Switzerland, Mr. Jacques Deguignes, President of the Marseilles Chamber of Commerce and Industry, and Messrs. André Ruffeif and Leon Betous, Honorary Presidents of the Swiss and French delegations respectively.

Among the various topics discussed were, air, rail and road communications between Geneva and Marseilles and also the problems of transit through the port of Marseilles.

During their visit, the committee members visited the Port Authority's works at Fos and Port-St-Louis accompanied by Mr. Charles Trede, Administrator, and Mr. Yann Pierre Remond, Commercial Director of the PMA. The Swiss delegation was most interested in the works at the Port of Marseilles, especially as regards facilities for roll-on/roll-off ships, and was pleased to see that the development of Fos continues.

At the official dinner given by the Marseilles Chamber of Commerce and Industry, the President, Mr. Deguignes, recalled the history of the Committee, now twenty-seven years old, and the strengthening Franco-Swiss ties through common interest in improving trade and communications between the two countries.

In his reply, President Schmitt, gave an outline of the Swiss economy and drew attention to the necessity for diversification of its trade channels.

He said that while respecting this need for diversity, the French-speaking part of Switzerland, should specifically develop its relations with the South of France.

During their stay, the members of the committee also visited the Abbaye de St. Victor and the Frioul Islands.

The Swiss delegation said good-bye to their French colleagues and returned to Geneva (by Air France) on 8th September.

they handled these problems at the cost of heavy unemployment and by partly transferring their new burden to the developing countries whose resources dropped owing to the ruling prices of raw materials and growing cost of their imports.

This trend was evinced in different ways in the major countries we trade with. West Germany made the best score as regards prices but her output dropped by 7.2%; the trade surplus was curtailed, unemployment rose sharply and increased purchasing power was stringently restricted.

Italy succeeded in rectifying her adverse balance of trade and controlling inflation to some extent, but the political situation is rather unstable.

Apparently, the North Sea oil has contributed to improve the economic situation in the U.K. but the inflation rate is still the highest in Europe (+21.5%) and her industry has trouble competing with other E.E.C. countries.

Japan and the U.S.A. were the first to benefit from the upturn their trade balances increasing contrarily to the general trend.

Therefore, 1975 was as a bad business year and fraught with anxiety as to the future. Countries have evinced this by a protectionist trend, firms and business undertakings by declining to invest and individuals by increased savings.

THE ECONOMIC TREND IN FRANCE

Pump-priming the economy during 1975 was met with mixed feelings owing to the inflation such a polity would give rise to, the upshot being that the steps taken by the French Government began bearing fruit only in late 1975.

The goal was threefold: preventing increased unemployment by augmenting output; restoring the trade balance to strengthen the franc and avoiding a rise in prices detrimental to the economic balance.

The trade surplus has become positive (about 6 Million francs), this being chiefly due to greatly curtailed imports and growing exports to the petrol-producing and Eastern-Bloc countries. These new markets made good the losses sustained in the traditional markets. The oil-producing countries rank now as our 2nd customer after Germany and our sales to the U.S.S.R. are rising to a high level.

The yearly upcreep in prices, viz., 9.7% is fairly satisfactory since it is scarcely higher than the average rate of the industrialized countries but some price increases have been post-poned. Yet, a slightly improved standard of living was achieved at least for those not subjected to shorter working hours.

Unemployment is the most serious problem as it has not ceased growing since mid-1975. This is aggravated if it is considered that short-time working enabled concerns to dismiss less people than was feared allowing for the fact that industrial output dropped by some 9.5%.

Actually this trend is due to a lack of confidence in the future.

Manufacturers, having to bear the onus of the increased social and financial burdens, are not prone to invest when their factories are operating below their capacity and their

personnel working to a short-time schedule. When a man fears losing his job, he consumes less, and saves more.

The falling private demand over most of 1975 was the cause of a lower industrial output. At year's end, the pump-priming orders placed by the French Government should enable business to pick up again in 1976.

THE REGIONAL TREND IN FRANCE

The slump, initiated in late 1974, spread in the northern part of the country to all industrial sectors, the food industries apparently withstanding it better than the others.

On the other hand, the chemical and steel industries sustained very heavy losses.

In the latter industry, the slump was all the sharper in as much as 1974 has been all that could be wished for, especially in the foreign markets. Contrarily, in 1975, the price of exported steel has dropped considerably and orders from the motor-vehicle industry have done likewise. French steel output amounted to 21.5 m. tons compared with 27 m. the previous year.

In the chemical industry inventory reductions in conjunction with an ebbing demand brought about a production drop. Nevertheless, their manpower was unchanged to the detriment of productivity.

The textile sector was dull throughout the year, output of cotton and woolen goods falling respectively by 15% and 6%. The steps taken with regard to non-apportioned import quotas may improve the situation but the end of the trouble is not in sight.

The building industry and public works are picking up owing to the financial-support plan initiated in the Autumn but the year's results are negative.

Although other factors underlie agriculture, yields were not very satisfactory. Weather was poor at harvest time and insufficient use of fertilizers affected adversely the wheat and sugar-beet crops while maize fared better.

However, in view of the significant share of agriculture in the foreign trade and greater awareness thereof, this sector should improve.

1976 PROSPECTS

Worldwide

In November 1975 the Rambouillet summit evinced the will of industrialized countries to give a new impetus to the worldwide economy. Will this be sufficient to erase the 1975 aftermath? Never have experts been so much at variance over such a matter: some consider that the recovery will be short-lived, others that we are verging in "stop-and-go" policies or that the recovery will last but will be markedly inflationary.

Apparently, recovery is under way, but there are doubts over its extent and duration, as private consumption and inventory reductions had detrimental effects in 1975 that will still be felt in 1976 and are not easy to forecast.

Recovery came about early in the USA but this very fact may slow it down. However, it may be expected that private consumption will be fostered in an election year and promote growth throughout 1976.

In Japan, too, business picked up in 1975 and this process should go on in 1976 owing to high demand and improving foreign trade.

In our principal E.E.C. partner countries the pick up

supervened late and is moderate.

West Germany watches closely the pick up to forestall inflation which is not to exceed 5%. There is much hope that rising exports will increase production.

Growth in Italy should be moderate and in conjunction with fairly high inflation.

The United Kingdom will remain in 1976 in a critical condition with no growth and upcreep in prices close to 15%.

As a whole, the O.E.C.D. estimates that the G.N.P. of the member-countries will increase by 4% after a 2% drop the previous year the upcreep in prices not exceeding 8.5%. The economic pump-priming should foster the foreign trade but this will not probably reach the 1974 level.

In France

Economic pump-priming manifested its initial effects in late 1975 and the first quarter of 1976. The upturn should quicken owing to the drastic inventory reductions made the previous year which should initiate a greater output. Yet, those effects will dim over the year and the conservatively-increased production in our partner countries will offer but little scope for exports.

Under these circumstances, assumptions for a growth of 4.7% and 6%, for the G.N.P. and exports, respectively, in the budget estimates may seem optimistic.

In connection with foreign trade, economic pump-priming should instigate rising imports, thus jeopardizing the balance of trade.

When the demand increases, so do prices thus giving rise to an inflation of some 12%. However, unemployment remains the major problem as a moderate upturn does not create new jobs since plants operate below capacity. All these factors are not very conducive to a substantial growth.

In Northern France

The industry in northern France was hard hit by the oil crisis and an upturn may be expected in many sectors.

The iron and steel industry is already receiving substantial orders from the motor-vehicle and the building industries and its output should come to about 90% of 1974.

The chemical industry will probably undergo another year of hardship that may be alleviated by some improvement curbed however by competition from the Eastern Bloc countries, in the area of fertilizers and by the poor trend of the synthetic fibre industry.

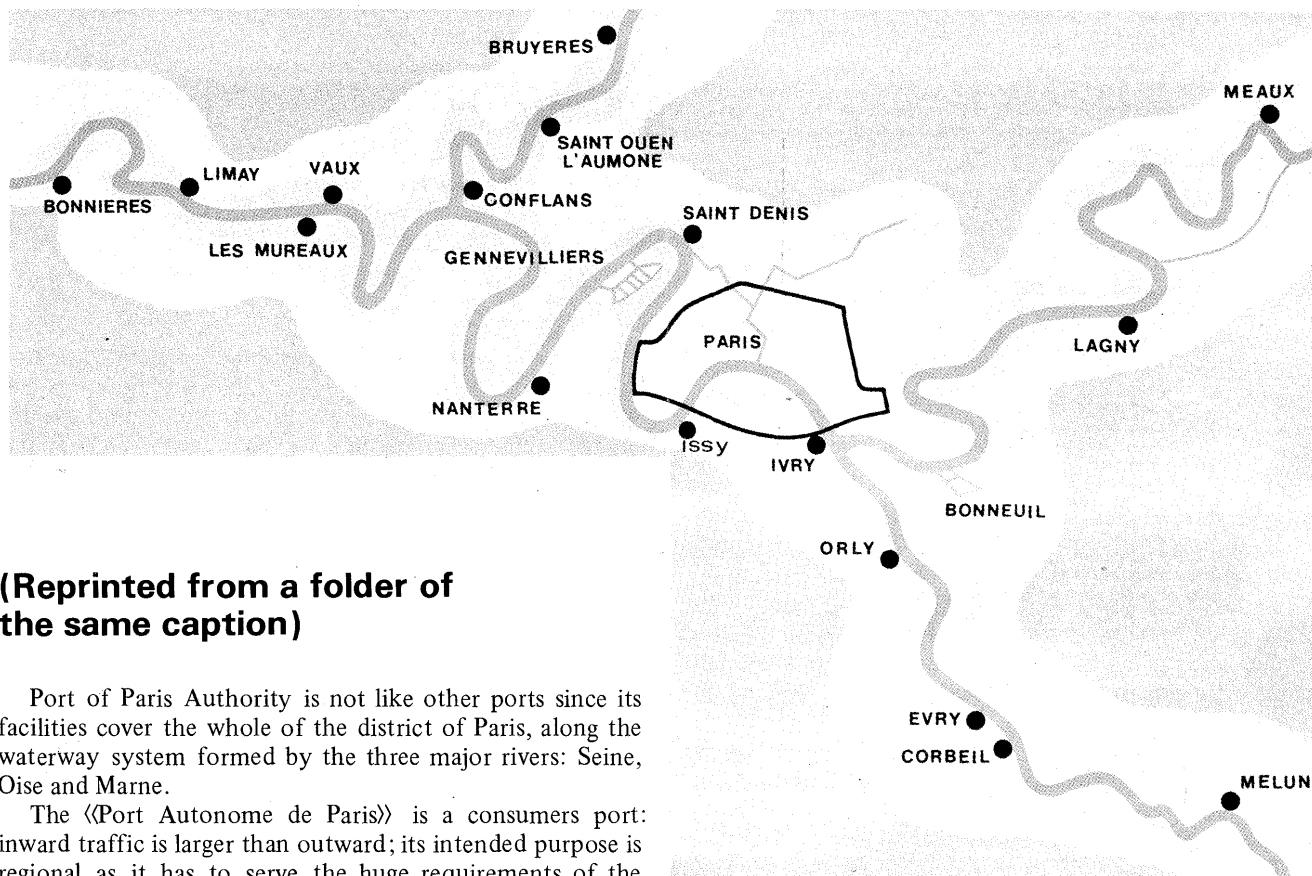
The upturn will help the oil business but the latest increase in the price of crude oil may induce private households to reduce their consumption.

In the textile industry the downswing is such that dismissals are bound to occur in 1976. Yet, foreign demand could contribute to some improvement in this sector.

Thus, the industry in northern France should initiate slowly its recovery in 1976.

Weather conditions dominate agriculture and to make forecasts is very difficult. Yet, increasing agricultural production is apparently being considered as this could be conducive to fostering our balance of trade.

PORT OF PARIS AUTHORITY



(Reprinted from a folder of the same caption)

Port of Paris Authority is not like other ports since its facilities cover the whole of the district of Paris, along the waterway system formed by the three major rivers: Seine, Oise and Marne.

The «Port Autonome de Paris» is a consumers port: inward traffic is larger than outward; its intended purpose is regional as it has to serve the huge requirements of the District of Paris, especially in what concerns building materials and mineral oil products.

It also plays an industrial role: supply of raw materials, dispatching of manufactured goods and agricultural products, storage of materials for conversion factories installed close by to the ports.

10000000 Consumers

The Paris conurbation stretches nowadays over eight departments where 10 million consumers are concentrating. The 275 port facilities distributed all along the navigable rivers and the canals managed by the City of Paris (Ourcq, Saint-Denis, Saint-Martin) have, for goods, a role comparable with that of the stations of the underground metro railway for passengers. They allow products to be conveyed by waterway as close as possible to the places where they are being used.

300 Km of Waterways

300 km of rivers and canals had to be fitted up to ensure the best service of the Paris region. The Marne, above Bonneuil, can only accept boats the draught of which does not exceed 1,80 m; this one reaches 3,50 m on the Seine and the Oise, allowing for the conveyance of pushed barges unit of 5.000 metric tons. The Saint-Martin canal can only admit motor-barges of 300 m.tons while Saint-Denis and Ourcq canals are opened to 800 m.tons boats.

30 Km of Quays and 650 Ha of Port Facilities

The 275 port units of the «Port Autonome de Paris» extend over 650 ha (1600 acres) of ground and water stretches an amount to a total of 30 km of quays. These units having different purposes are of such various kinds as, on the one hand, ports for storage and distribution of goods, on the other hand, ports offering preferential sites for setting up industries looking for the service of water and railway in addition to road facilities. Among the latter, we can quote, on the west, the Gennevilliers port and, on the east, that one of Bonneuil.

30% of French River Traffic

With a yearly traffic of 31 million m.tons, the «Port Autonome de Paris» stands as the first of French river ports and as the second of European ports after Duisbourg.

It is attended as well by pushed barges units of 5000 m.tons as by motor barges of 300 m.tons and over. Small sea ships can even ensure direct traffic with Great-Britain, Scandinavia and some harbours of the North Sea. This traffic amounts to nearly one a third of the whole of French river ports.

The City of Paris originated from waterway

River was formerly the only means to transport goods; the town was built and, next grew up at the junction of the Seine, Marne and Oise rivers owing to the opportunities granted by this privileged location.

The arms of Paris bear witness that the life of the town has always been tightly bound to that of the river.

From the outset of the Christian era, the powerful Guild of the «NAUTES», these merchant-sailors, had the exclusive control of transport organization and distribution of commodities. After rivers had been canalized during the 19th century, increasingly modernized since and municipal canals carried out, port facilities have been gradually worked out by the State, the departments, the communes and the Chambers of Commerce of the District of Paris.

Nowadays, the «Port Autonome de Paris» which is a public institution created in 1970 has taken over the whole of these facilities. The more important are: the port of Gennevilliers worked out since 1930 by the former «Département de la Seine», and the port of Bonneuil which was primarily intended for transport of military material during the first world war.

The «Port Autonome de Paris» is bound to be present wherever it is necessary to comply with the increasing requirements of consumers. To this end, it proceeds to the realization of port facilities required to serve, on one hand, the new towns of Cergy, Evry, Marne-la-Vallée, Melun-Sénart and, on the other hand, important industrial areas such as Mantes-Limay, below Paris.

On the Paris region waterways there are principally two types of boats:

The motor barges (usually called «péniches») whose carrying capacity is approximately 300 m.tons; they are 38,50 m long and have a maximum draught of 2,50 m.

They can circulate on the whole river system of the Paris Basin and almost all waterways of France since they have worked out, with object, at the end of the 19th century.

This type of boat comprises accommodation for the bargeman and his family who are living aboard. There are about 5.000 «péniches» in France.

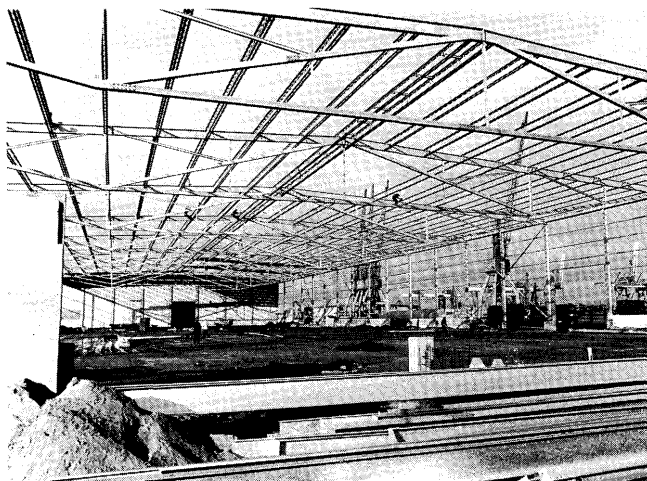
The pushed barges units formed with tug and one or more barges carrying up to 2 500 m.tons each. The maximum length of a boat convoy is 180 m, its width 11,40 m and its draught 3,50 m. Pushed barges unit can sail on the Seine and Oise with two large barges and a burden of 5.000 m.tons; through the City of Paris and on the Marne, up to Bonneuil, these limits cannot exceed 2 000 m.tons Cargo for only one barge. The crew of pushed barges unit is usually composed of six men who stay aboard only on duty time. The pushed barge unit is provided with radar in order to be able to navigate at night and by foggy weather; they are fitted out with a telescopic wheel house in order to improve the pilot visibility while allowing passage under the lower bridges.

Some convoys are meant for highly specialized transports such as automobiles and containers. There are 180 push barges units in France, most of them in operation in the Paris Basin.

Hamburg news

Hamburg, December 8th, 1976 (Hafen Hamburg Presse-Dienst):—

• Port of Hamburg's 400 million Marksworth of building projects



Bustling building activities in the Port of Hamburg: The photo shows the special shed for heavy calibre and general cargo (surface area 10,000 square metres) currently under construction at Diestelkai. After completion at the end of this year Diestelkai will have 20,000 square metres of covered storage space. (Hafen Hamburg Informationbüro).

The main building projects currently under way in the Port of Hamburg add up to an investment sum of 400 million DM. The port is continuing without a break its construction activities which had reached a spectacular climax two years ago with completion of the Köhlbrand Bridge. The extent of this work runs from the provision of integrated transshipment facilities to erection of additional berths and covered storage space at existing general cargo terminals.

An essential purpose of the building projects is to expand the port's capacity. This goes hand in hand with closer port connections with the adjacent traffic network by motor highway links, the new Elbe tunnel, the Elbe lateral canal and, in the near future, the new railway marshalling yards in Maschen on the outskirts of Hamburg.

• Extension of general cargo facilities

Extension of general cargo facilities has to be seen mainly in the context of the port's improved link-up with the road and rail network. Most general cargo reaches or leaves the port by rail and road. Expansion of general cargo facilities will accelerate the flow of goods. Specifically, bottlenecks will be avoided in the port, which is experiencing a growing volume of general cargo. An important move towards expanding handling capacity is construction of a roll-on/roll-off-centre in the area of the «Segelschiffhafen». 280,000 square metres of land surface are to be reclaimed from the water area to build the centre, to be used for general cargo handling. The centre will include two ro-ro

(Continued on next page bottom)

Traffic at Port of Gothenburg

Port of Gothenburg Sweden

Gothenburg, Sweden, 1976-10-06:—

Port of Gothenburg traffic rises 3%

Overall traffic passing through the Port of Gothenburg during the first six months of 1976 was 11.472.000 tons which is 3% more than during the corresponding months of last year.

The import of oil rose by 8%, while other import increased 1%. The oil export fell 31% while the other export was 1% lower than a year ago. Altogether this makes a 1% rise for import and export goods and as the domestic traffic figures were 17% higher than last year's a total rise of 3% was achieved.

Gothenburg's Skandia container harbour has been in use for 10 years.

New 22 m. Kronor investment at the harbour.

The Port of Gothenburg's Skandia harbour which was

plants, as well as packing sheds for trailers and containers. Construction costs are expected to total 130 million DM.

Side by side with construction of the roll-on/roll-off-centre, existing general cargo terminals will be improved. At the moment four new berths for general cargo vessels are being built at the port operation centres of Afrika-Linien GmbH, the Holzmüller-Terminal, and the HHLA Container-Terminal Burchardkai. A new container bridge is nearing completion at the Eurokai Container-Terminal. In addition to this, two new storage buildings are being constructed at Shed 64/65 (Sloman, Schöer & Co.) and at Diestelkai. These measures are being backed up by construction of a workshop for surface transport vehicles, and the building of a high rise office building at the Container-Terminal Burchardkai, to be used mainly by shipping companies. Investments of over 100 million DM are involved in the work on expanding the general cargo terminals.

• Capacity growth in break bulk cargo handling

The biggest building project in the Port of Hamburg, the Hansaport, is also aimed at speeding up goods traffic. The Federal Republic of Germany will shortly receive a major portion of its imported ore requirements via the Hansaport. The new terminal, which features the most modern handling equipment and 75 acres of storage space and is geared to 15 million tons of cargo per annum, will ensure for years ahead rapid discharge of break bulk cargo from bulk carriers, and fast-moving transfer to railway waggons, inland waterway craft and coastal vessels. The first seagoing ship is expected to be handled at the beginning of 1977. The Hansaport, a project costing 165 million DM, will, together with the Elbe lateral canal and the new marshalling yards in Maschen, substantially increase the capacity of the North German traffic network.



Aerial view of Gothenburg's 10-year old Skandia container harbour.

inaugurated in 1966 and thus now has been in use for 10 years has proved to be the perhaps most valuable step ever taken in the development of the port's harbours.

The decision to build the harbour was taken already in 1961 when the containerization of cargoes was at its beginning. The project was at that time looked upon as a fairly brave chance-taking. By now it can, however, be said that the Skandia container harbour has played the leading role when it has come to preserve Gothenburg's position as the leading port in Scandinavia. From a throughflow of 12 million tons of goods in 1966 the harbour's figures have risen year by year and were for 1975 up to 24 million tons.

During the gone years there has been made investments of some 300 million Sw. Kr. since the start of the harbour, and the Port of Gothenburg authority has now decided to make a further investment of 22 m. Swedish Kronor by ordering two new 25-tons combined container- and general cargo cranes and a floating concrete ro/ro ramp. In addition, there will be made some changes of the harbour's railway system.

The new cranes will be equipped with two lifting machineries each, one for the lifting of containers up to a total weight of 25 tons, and the other for the lifting of conventional cargoes weighing up to 10 tons. The lifting radius of the two cranes will be 25 metres.

The floating concrete ramp will serve instead of a stationary roll-on/roll off ramp which has been in use at one of the quays since 1967. The new ramp will be 24 by 40 metres and will have a lifting capacity of 200 tons. It will give greater flexibility in use than the old one and will be put into service wherever a ro-ro-ship should be loaded or unloaded along the quays.

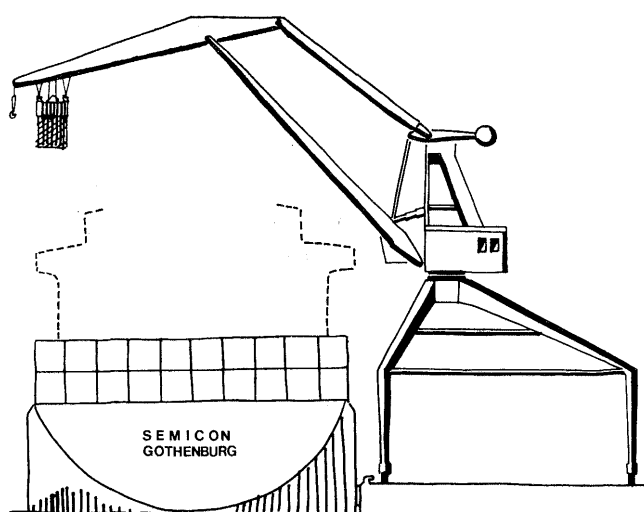
Modern warehouse added to the Lundby harbour's facilities.

A 8 m. Sw. Kronor modernization program for the Port of Gothenburg's Lundby harbour has recently been fulfilled by the taking in use of a new 4.000 sq. metre warehouse.

The warehouse is an example of modern warehouse



A new 4,000 sq. metres warehouse has been erected at Port of Gothenburg's Lundby harbour.



Two new combined container—and general cargo cranes with a lifting radius of 25 metres have been ordered for the Skandia harbour, Gothenburg.

“philosophy”—it is built in one storey without any pillars or other details hampering the flow of goods. There are 8 gates, the two largest being 7 metres high and 5 m. wide permitting the taking in of large transport units.

The warehouse, which is central heated, has a length of 100 m., a breadth of 40 m., a height of 7.7 m. at the quayside and 6.8 m. at the opposite side, where the bay for the loading and unloading of lorries and railway wagons is situated.

The Lundby harbour, which mainly is used for conventional cargoes to and from Africa, New Zealand, South America and South-East Asia has also been equipped with a new 2,400 sq.m. plastic hall, and some other arrangements have also been done in order to facilitate the handling and storing of the goods passing the harbour.

New container services Gothenburg-Saudi Arabia and Gothenburg-Israel

The Broström group which in May this year started a new container service managed by the Recon Line on the

route Scandinavia-U K-Continental harbours-Saudi Arabia with the containership “Balticland” and “Brageland” will in October put a third ship, the “Indus” of 12,650 tons built in 1969, on this trade.

This new Broström line is built up on the idea to use a large ro/ro-pontoon in the inner harbour of Jeddah to facilitate unloading and loading. The Recon Line works together with an adjoining well built up system for land transport in Saudi Arabia and this new transport link with Saudi Arabia has been met with great interest.

Broström will also now add a large pontoon, the “Goliat 3”, with a deck area of 2,000 sq.m. to the other pontoon already in use at Jeddah.

The Recon Line offers a sailing every 10th day, one per month going directly from the Port of Gothenburg.

Another container service has recently started from Gothenburg to Israel. It is the Zim Israel Navigation Co. Ltd. that has opened a monthly connection between Gothenburg and Haifa with the “Sally”. The company continues to operate their conventional service along with the new one.

New concept in heavy lift transportation

Amsterdam, September (Amsterdam News Letter):—Wijsmuller, the IJmuiden-based towing and salvage firm, recently pioneered a new concept in heavy lift transportation, when they launched OCEAN SERVANT I, in August. The first of two specially-designed “heavy lift vessels,” the barge-shaped ship makes it possible, regardless of water depth, for loads with a maximum draft up to 15 feet to be floated onto the horizontally submerged vessel. Four 30 ton winches are available for positioning cargo during the float-on procedure.

Objects having a depth ranging from 14.8 feet to 32.10 feet can be loaded by grounding the fore part of the vessel in about 65.7 feet of water.

These “Ocean Servants” also have complete roll-on/roll-off facilities.

Nicknamed “flo-flo vessels” because of their float-on/float off capabilities, they will be equipped with two Bolnes main engines, each rated at 600 continuous BHP, driving two Schottel omnidirectional rudder propellers, and caterpillar auxiliary engines. In combination with the towing tug, this creates the utmost margin of safety in transportation.

The “heavy lift vessels” have a bunker capacity of about 900 tons which enables the tug to bunker from the vessel in the open sea, thus eliminating detours to ports for bunkering purposes and reducing transit and port expenses.

Wijsmuller plans—where possible—to offer clients an “all-in” price including mobilization and demobilization, loading and unloading operation, lashings and securings—as well as their removal—plus complete insurances for tug, vessel and cargo. OCEAN SERVANT II, is scheduled for delivery in October of this year.

Gray, Mackenzie news, September

• Abu Dhabi

70 vessels called at Abu Dhabi during the month of September with 111,854 deadweight tons of cargo on board for discharge. Imports consisted of 34,473 tons of general, 9,402 tons steel, 52,700 tons cement, 10,779 tons timber and 4,500 tons bitumen.

Additionally, 1 tanker called at Mina Zayed and discharged 10,000 tons of gas oil.

The port still continues to be heavily congested with berthing delays ranging between 20 to 25 days during the month under review. A slight improvement in the position may be anticipated in coming months.

• Dubai

During September 129 ocean vessels discharged 271,278 deadweight tons of cargo which include 125,625 tons bagged cement and 23,441 tons bulk cement. Berthing delays for new arrivals averaged from 40 to 45 days for general cargo and 50 to 55 days for cement carriers. With the month of Ramadhan now over, it is hoped that berthing delays will level out and then slowly decrease. It will however be some months before any marked easing of congestion takes place due to the heavy tonnages which are continuing to come forward.

• Khorramshahr

66 vessels discharged 373,381 tons import cargo during the month of September.

Berthing delays ranged from 150 to 160 days for vessel at top of list lightening for berth alongside, 25 to 30 days for vessel at top of list with suitable draft for berth alongside and up to 6 days for anchorage space for barge discharge at ships expense.

Subject to finance. . . a priority

Melbourne, Australia (Editorial in "Port of Melbourne Quarterly, July-September, 1976):—The term "SUBJECT TO FINANCE" dominates every major development project planned for the Port of Melbourne.

The Trust is financially autonomous and therefore responsible for its own viability. Such a position places the onus of making decisions and facing their results squarely on management, in the same way as any other commercial undertaking.

As a Statutory Government Authority, the Trust pays a tax to the Consolidated Fund, based on its revenue from import wharfage and tonnage dues. This payment last year amounted to \$1.1 million. In addition unrecovered land tax, payroll tax and stamp duty have to be paid, hence, during each financial year the Trust is required to expend over \$2 million on these items alone. When Port Emergency, First Aid and Security Service operating costs, which are currently \$2.5 million per year, are added, one can fully appreciate the careful attention given by management to adjudicating the priorities of the numerous projects planned for the Port of Melbourne.

While appreciating the fact that finance is limited, the Trust also realises that by the terms of its enabling Act, it

has a responsibility to carry out the activities necessary to provide the facilities to accommodate the needs of the maritime industry. Port forward planning is a continuous process as is evident in the Port of Melbourne, where new projects are always under way. Quite often several projects are required to be carried out simultaneously in order that the Trust may keep pace with the requirements of the shipping industry and world market demands.

In the last ten years, the Trust has spent approximately \$90 million in capital works, including \$45 million in the past three years, all of which has helped maintain the Port of Melbourne as one of the nation's major overseas general cargo ports and the largest container port in the Southern Hemisphere in terms of containers handled.

Amongst the projects listed by the Trust in its current five year plan "Subject to Finance" are:—

- Completion of two new container berths at Swanson Dock;
- A further two container wharf cranes at East Swanson Dock;
- Reconstruction of the "straight six" 16-21 Victoria Dock;
- Realignment of Moonee Ponds Creek, to give an extra 12.140 to 16.187 hectares (30–40 acres) of valuable back-up land;
- Progressive deepening as and when required of the River Yarra channel to a depth of 13.72 metres (45 feet);
- Reconstruction of new berthage of Webb Dock;
- Improvements to ship repair facilities at South Wharf.

Bearing in mind the operative words—subject to finance—the Commissioners are currently engaged through their Engineering Division in the construction of two additional berths at Swanson Dock, which when completed in 1978 at a cost of approximately \$13 million (including a third wharf crane on the East side), will give the six berth complex the facilities capable of handling an anticipated throughput of at least 8 million tonnes annually.

A detailed assessment of every port project in hand was undertaken by the Trust before deciding that the Swanson Dock extensions would serve the best interest of the State as a whole. The two additional container berths will greatly increase the amount of containerised cargo through the Swanson Dock area from the record 5.3 million tonnes handled during the last financial year.

Sydney/Hobart Yacht Race

Sydney, Australia, 21st December, 1976 (News Release from The Maritime Services Board of N.S.W.):—Arrangements for the start of the Sydney/Hobart Yacht Race at 12 noon on Boxing Day will be similar to last year.

The President of the Maritime Services Board, Mr. J.M. Wallace, said to-day that the Board's staff, Water Police and Royal Volunteer Coastal Patrol personnel will be on duty under the general direction of the Harbour Master. Patrol craft exhibiting a large yellow flag will be stationed along the spectator limit lines and all vessels must pass inshore of these lines.

Mr. Wallace said "the starting line will extend from Neilson Park to Taylors Bay" and he requested that all spectator craft keep well clear of the manoeuvring area for the yachts, which is immediately behind the starting line.

(Continued on next page bottom)

Port Kelang Annual Report '74

Kelang Port Authority Malaysia

Extracts from Report

Traffic via Port Kelang

The Port handled a record tonnage of 5,633,926 tons of cargo in 1974 compared to 5,340,380 tons in 1973. This represented an increase of 293,546 tons of cargo or 5.5%. The tonnage increase in 1973 over 1972 was 18.95%.

From the tonnage of 5,633,926, a total of 373,096 tons were handled through containers. Port Kelang saw the first LASH vessel in November 1974. In November and December 1974, 6,028 tons of cargo comprising mainly of rubber, timber and plywood were shipped through LASH vessels.

EXPORT

In 1974 the Port handled 2,907,530 tons of export cargo compared to 2,934,450 tons in 1973 thus registering a decline of 26,920 tons. This was brought about by the decrease in the export of timber and iron ore through private facilities. Export tonnage handled through the Authority's own facilities, however, increased from 1,679,680 tons in 1973 to 1,922,845 tons in 1974. This increase was brought about by bigger export tonnage of latex in bulk, coconut oil in bulk, palm kernel oil and palm oil in bulk, rubber and wood chips. The total export tonnage of 2,907,530 tons is made up of 2,196,094 tons of dry cargo and 711,436 tons of liquid cargo.

There was a sharp increase of 14.5% of cargo exported to East Malaysia. In 1973 Peninsular Malaysia exported 182,642 tons of cargo to Sabah and Sarawak compared to 209,160 tons in 1974.

IMPORT

In 1974 a record 2,726,396 tons of cargo were imported through Port Kelang compared to 2,405,930 tons in 1973 thus registering an increase of 13.3%. Import tonnage made up 48.4% of the total tonnage handled through the port. Of the total import tonnage, dry cargo accounted for 2,024,107 tons or 74.2% whilst the balance of 702,289 tons or 25.8% comprised liquid import. The increase in

import was brought about by the import of iron and steel, motor parts, machinery, paper and piece goods, rice, sugar and wheat grains.

EXPORT THROUGH CONTAINERS

From the 2,196,094 tons of dry cargo exported, 156,457 tons or 7.1% were handled through containers. Rubber comprised the main export commodity handled through containers apart from plywood, footwear, soap, frozen cargo and general cargo.

IMPORT THROUGH CONTAINERS

In 1974, 216,639 tons or 10.7 of dry cargo were imported through containers. Artificial manure, chemicals, machinery component parts, beans and iron and steel were the major import commodities handled through containers.

CARGO HANDLED THROUGH AUTHORITY'S FACILITIES

From the overall tonnage handled through Port Kelang, 4,281,619 tons of dry cargo were handled through the Authority's own facilities, out of which 4,004,650 tons were handled over the wharf and the balance of 276,969 tons were lightered. The tonnage handled through the wharf is expected to increase further in 1975 resulting from the commissioning of additional facilities.

CARGO HANDLED THROUGH PRIVATE FACILITIES

The decline in the export of timber, plywood and iron ore brought about a reduction in the tonnage of cargo handled through private facilities from 1,582,745 tons in 1973 to 1,352,307 tons in 1974. There was, however, an increase in import of petroleum products through private facilities. In 1974 a total of 353,855 tons of petroleum were imported as against 308,240 tons in 1973.

Tonnage handled through private facilities accounted for 24% of the total tonnage handled through Port Kelang in 1974.

NORTH PORT

During the year, 1,406 ships were handled in North Port compared to 1,042 ships in 1973 or an increase 34.9%. Through these ships 2,184,750 tons of cargo (a 33% increase over 1973's 1,644,620 tons) were handled. Wood chips, for instance, increased from 293,124 tons in 1973 to 311,651 tons in 1974. Increases were also registered in the import of sugar bulk, iron and steel, motor parts and newsprints. The new wharves Nos: 10-14 commissioned in late 1973 handled 1,051,715 tons of cargo.

SOUTH PORT

In 1974, a total of 1,764 ships were handled on South Port's account as compared to 1,937 in 1973 or a decline of 173 ships. During the year under review, South Port handled 3,449,193 tons as compared to 3,695,760 tons in 1973 or a decline of 6.7%. The decline in the tonnage of cargo in 1974 handled by South Port was brought about by

(Continued on next page bottom)

Also, he said "there has been a tendency in previous years for spectator craft to converge on the competing yachts once the starter's gun has been fired and to impede their passage down the harbour".

Mr. Wallace appealed to those in charge of the spectator craft to keep well clear of the competing yachts and to comply quickly with any direction given to them by the patrol boats.

He said "failure to comply with any direction given could result in accidents marring what promises to be a most spectacular event".

Port of Brisbane Authority is born

Brisbane, Australia, 9 December, 1976 (Port of Brisbane Authority Press Release):—Sir Charles Barton, one of Queensland's most distinguished public servants, is the first chairman of the Port of Brisbane Authority.

The Authority assumed management of the port on December 6, 1976.

The names of the other board members of the Authority are:—

- Mr. G.K. Fraser (Deputy Chairman), Director and General Manager of Luya Julius Limited;
 - Mr. M.G. Phillips, Manager of the State Wheat Board;
 - Captain P. Dann, Manager (Brisbane) of Wilh Wilhelmsen Agency Pty. Ltd.;
 - Mr. B.W. Baillie, Managing Director of Brisbane Wharves and Wool Dumping Company Pty. Ltd.;
 - Alderman F.N. Sleeman, Lord Mayor, Brisbane City Council;
 - Mr. D.M. Pye, Vice-President of the Brisbane Branch of the Waterside Workers' Federation.
- Ex officio members are the Director of the Department of Harbours and Marine (Mr. A.J. Peel), and the General Manager, Port of Brisbane Authority (Mr. F.M. Wilson).

Sir Charles Barton has had a long career in the Queensland Public Service and retired as Co-ordinator-General on December 31, 1976. He has held this position since 1969 and was Main Roads Commissioner from 1960 to 1968.

In 1974, he was knighted in recognition of his outstanding contribution to the construction of roads and highways in Queensland.

Mr. Fraser has had wide experience in the capacity of customs agent and carrier and is Chairman of the Queensland Road Transport Association Limited.

Mr. Peel is well known throughout Australia in port and marine affairs and now is serving his second term as the President of the Association of Australian Port and Marine Authorities.

He has been Director of the Department of Harbours and Marine since 1961.

It was he who first advanced the concept of port development on the Fisherman Islands (at the mouth of the Brisbane River) and the creation of a port authority to be responsible for the development.

Mr. Phillips has had wide experience in the handling, storage and shipping of grain and is a Fellow of the Australian Grain Institute.

Mr. Baillie is a well known private enterprise executive in port affairs and it was his company which introduced to the port the first container terminal in 1969.

Captain Dann is a member of the Marine Board of

Queensland, and is a past chairman of the Australian Chamber of Shipping. He has had 10 years sea-going experience plus 14 years experience in shipping company management.

Alderman Sleeman was elected Lord Mayor of Brisbane in April 1976 after 16 consecutive years on the City Council.

Mr. Pye has had 28 years experience in associated port industries and was a member of the Brisbane Port Study Group which investigated the findings and conclusions of the original Port of Brisbane Strategic Plan.

Mr. Wilson was appointed General Manager on the formation of the Port of Brisbane Division (Department of Harbours and Marine) in 1971. He headed up the team of Port of Brisbane experts to produce the Port of Brisbane Strategic Plan.

The Authority's board members were selected by the Queensland Government (State Cabinet) and the names announced by the Marine Services Minister (Mr. A.M. Hodges).

Mr. Hodges said there was no doubt that the Port of Brisbane was poised to undertake one of the most important harbour developments ever envisaged in the Pacific Region.

These developments, planned for the Fisherman Islands, would cost about \$60 million in the first 10 to 12 years.

Tenders for some of the first stage work already had been called, he said.

These included the construction of a causeway-bridge crossing of the Boat Passage from the mainland to the Fisherman Islands, and the supply of container cranes, he added.

The Port Authority is expected to announce decisions on both of these contracts early in the New Year.

Current estimates were that the first facilities on the islands would be operational by 1979.

The Port Authority board held its first official meeting on December 17.

the reduction in the export of timber, plywood and iron ore by private facilities. The commissioning of Wharf 3A in South Port has increased its capacity thus reducing waiting time to liquid pumpers and general cargo ships. In 1974 this new wharf handled 167,792 tons of cargo.

New Zealand Container Route Launched

Nagoya Port News

December 1976

Nagoya:—October 27th dawned with beautiful blue skies to greet the colorful "Godwit" (32,000 g.r.t.), the first containership to sail the New Zealand route and dock at the NCB terminal at Port of Nagoya. The newly inaugurated route to and from New Zealand promises to cope handily with the ever-increasing flow of goods between Japan and the Land of the Southern Cross. Whereas ships required 90 to 100 days for a round trip thus far, containerships on the new route can cover the distance in 39 days—less than half the time. And when the second containership, the 24,000 g.r.t. "Aotea" sets sail in December, there will be a ship calling from New Zealand every twenty days at Port of Nagoya.

Ports of call in New Zealand are presently Auckland and Wellington, but Port Chalmers on the South Island will make a third, when container facilities are completed there late this year. Next year, the round trip with calls at all three ports will take 39 days. Since some 20 containerships will dock in Port of Nagoya each year, the new route will be a big boost to maritime transport and trade between our two nations as well.

Container Cargo Grows by Leaps and Bounds

The New Zealand container route, just inaugurated, rounds out the container services offered at Port of Nagoya to many countries: Three North American container routes (PSW, PNW, NY), the Australia and Nakhodka routes, and the Guam route. In the first half of 1976, 329 containerships docked in Nagoya, and gross tonnage totalled 5,721,669 tons, showing decrease of 7.8% and 0.4% in the number of ships and its tonnage respectively, in relation to the same period in '75. This was due to partial reorganization of container routing on the North American lines, which have showed steady growth as fully containerized routes up to now.

Fully containerized route traffic statistics show the PSW line with 86 ships, Australia line with 43 ships, PNW route with 32 ships, and the Nakhodka, New York and Guam routes not far behind. Despite the fewer ships involved, container cargo traffic with America showed a 32 percent upsurge, coming in at 1,163,125 tons. Outgoing cargo bound for the U.S. reached 835,023 tons, a 46% increase over the figure for the same period a year ago; and incoming cargo came to 328,102 tons, a 7% increase. Exports were automobiles, ceramics, machinery and daily use commodities, while imports were wool, daily use items, cotton, feed and fertilizers, all of which displayed increases.

Oil Spill Conference

Whangarei, New Zealand ("Points North", published by The Northland Harbour Board):—International co-operation in any major oil spill seems certain to result from a Marine Oil Pollution Conference in Brisbane during

November.

Northland Harbour Board harbour superintendent, Captain P.N. McKellar, attended the three-day session, along with 275 other delegates from around the world.

He reports that the conference underlined the need for standardisation of oil pollution equipment, so gear from any area can supplement equipment anywhere in an emergency.

He expects the Australian Government to approach the N.Z. Government on that point, paving the way for emergency airlifts of gear as required.

The conference also studied research into new chemical dispersants with low toxicity—like those already stocked by the NHB to clean up any spills locally.

The board keeps 1,000 to 1,200 gallons in store, along with 400 metres of booms to contain oil spills.

Captain McKellar said another 160 metres of absorbent boom was on order from the USA, at a cost of \$10,000.

"Generally speaking, there is more equipment one would like to see. But it's all mighty expensive and relative to need," he said.

Oil Tanker Berth Slated

Karachi, Pakistan, June 15th (K.P.T. News Bulletin):—The Karachi Port Trust signed the Contract Agreement for the construction of 75,000 DWT Oil Tanker Berth at Keamari with M/s. Dirk Verstoep of Netherlands, at a cost of Rs. 104 million, including a foreign exchange component of Rs. 73 million, which is being financed under an I.D.A. Credit from the World Bank Group. The Contract Agreement was signed at K.P.T. Head Offices on Wednesday afternoon, the 2nd June 1976, at a simple ceremony between S. Zahid Hasnain, Rear Admiral (Retd.), Chairman, Mr. Abdul Rehman Haji Habib, Vice-Chairman and Mr. G.A. Jehangir, Collector of Customs for the K.P.T., and Mr. A.J. Kauffeld, Chairman of the Board of Directors of M/s. Dirk Verstoep of Netherlands.

The new Oil Tanker Berth will have an annual handling capacity of about 5 million tons of crude oil, which will more than double the handling capacity of the existing installations of the K.P.T. The approach channel to the berth will be dredged to 40 feet, under the first phase, and this will enable upto 45,000 D.W.T. tankers to be berthed alongside. In the second phase, the channel would be dredged to 45ft. when larger tankers of upto 75,000 D.W.T. will be able to use this facility. The Oil Berth will be equipped with up-to-date modern amenities and foam water fire fighting arrangements.

The Oil Tanker Berth and the Deepening of the Channel comprise the Fourth Project of the Karachi Port, and is scheduled for completion by the end of 1977 and will provide most modern terminal facilities according to international standards.

Japan-New Zealand Container Service

Auckland Harbour Board



Auckland, N.Z., 22 December 1976 (Auckland Harbour Board):—Mr. John F. Martin (centre), President of Paceco, Alameda, Calif., USA, with Messrs R.W. Carr (left), Chairman, and R.T. Lorimer, General Manager, Auckland Harbour Board, during a visit to Auckland after No. 2 portainer crane had been handed over to the Board. Auckland plans a third portainer crane as part of extensions currently proceeding at the Port of Auckland container terminal.

Auckland, New Zealand, 22 December 1976:—The 31,671 ton Godwit inaugurated the Japan-New Zealand container service when she berthed at the Port of Auckland's container terminal on 11 November.

Jointly owned by Japan Line and Mitsui OSK Line, the 22-knot ship is the first of two which will be on the run.

The second ship, Aotea which is owned by a consortium of British companies, will join the service early 1977 when the two vessels will maintain sailings at 20-day intervals.

Replying to Mr. Fumio Kohmura, President of the Nagoya Container Berth Co, Nagoya, who wrote expressing the hope that the new container service would further strengthen trade links between Japan and New Zealand, Mr. R.T. Lorimer, General Manager of the Auckland Harbour Board, said;

"We also were very pleased to receive congratulations from principals of Japan Line on the efficient manner in which Godwit was handled at Auckland on her maiden voyage.

"The container terminal at Auckland is owned and operated by my Board and is a multi-user berth. We are now in the process of extending the terminal to enable two ships to be berthed and worked at the same time.

"Our second container crane came into operation early December and we hope shortly to order a third crane.

"With the arrival of Godwit we are now working container ships from Europe, United States, Australia and Japan and we expect a significant increase in the European trade within the next two or three years."

Welcoming Godwit, Mr. R.W. Carr, Chairman of the



Auckland, N.Z., 22 December, 1976 (Auckland Harbour Board):—First ship in the new Japan-New Zealand container service, Godwit shown under No. 1 crane at the Port of Auckland's terminal. No. 2 crane (foreground) was then nearing completion.

Auckland Harbour Board, told Captain T. Muneyuki that the growth of Japan-New Zealand trade, which continues to increase, already exceeded in value the expansion of New Zealand trade with any other country.

"Not only is reciprocal trade growing, as official figures indicate, but the appearance of Godwit in this trade is a further reminder that containerisation itself continues to grow," said Mr. Carr.

To mark the introduction of the Japan-New Zealand container service and the visit of Godwit, first vessel in the service, Mr. Carr on behalf of the Auckland Harbour Board Presented Captain Muneyuki with a wall panel for the ship. Carved by a leading Maori artist, the panel depicts the sea guardian of ancient Maori legend.

More cargo handled at Pasir Panjang

Singapore, 16th November (PSA Press Release):—Pasir Panjang Wharves enters the third year of operations this month with confidence and potential. The gateway has already handled some 1.5 million tonnes of cargo for the first nine months of 1976 which is 36% more than the total of 1.1 million tonnes recorded for the whole of 1975. This volume is more than double that handled in the corresponding nine months of 1975.

This modern port complex, built on the reclaimed foreshores of Pasir Panjang, began operations in late 1974, with the arrival of the first LASH (Lighter-Aboard-Ship) mother vessel.

Pasir Panjang Wharves recorded 1,460,900 tonnes for the period January to September, some 754,500 tonnes more than the corresponding figure for last year. Of this total, 1,063,300 tonnes of cargo were handled from 861 coastal vessels.

Cargo worked by lighters at Pasir Panjang increased significantly since the beginning of this year with some 752 lighters using the better facilities here. The first nine month's tonnage was 197,900 tonnes or 40% more than the corresponding period of last year.

LASH barges numbered 692 and they handled some 199,700 tonnes of cargo mainly from the surrounding region and the U.S.A. Rubber, plywood, timber and general cargo were the main commodities worked at this gateway.

The present facilities here include seven coastal berths totalling 676 metres with a minimum draught of 6.4 metres, a 132-metre transitional wharf for six LASH barges and a 393-metre marginal wharf for 21 lighters. Four large transit sheds provide a total floor area of 38,000 sq. metres for the immediate consolidation of export cargo and temporary storage of import cargo.

Construction work on the two arms of 520-metre break-water and a mooring basin costing \$6 million has been completed. These provide better working facilities for lighters especially during the South West monsoons. Lighters can now work comfortably under all weather conditions.

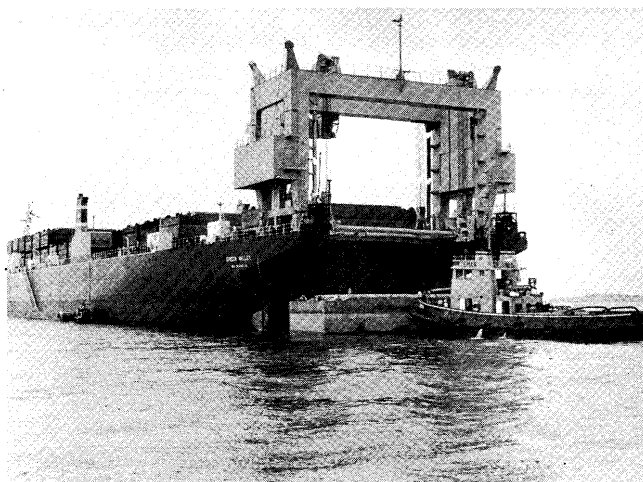
A big warehousing complex with some 200,000 sq. metres of covered space has also been incorporated into the port terminal at Pasir Panjang. Some of the eight large warehouses have been partitioned into modules of either 480 sq. metres or 960 sq. metres and leased to port users for their long term storage of goods.

Part of the storage space is within the Free Trade Zone to enable the trading community to continue with its traditional entrepot trade.

Meanwhile, plans have been finalised for the second-phase development of this gateway. Three more coastal berths, drawing four to seven metres of water, and three deep-water berths, drawing ten metres of water, for ocean-going vessels will be constructed at a cost of some \$40 million. These wharf facilities are scheduled to be ready by the middle of 1979. Supporting facilities such as transit sheds, warehouses and hardstanding for open storage will be developed at a later stage.



An aerial view of Pasir Panjang Wharves nearing completion under its Phase I Development. Construction work on the last two warehouses under this phase is scheduled for completion by early 1977. The two arms of the S\$6 million breakwater to provide shelter for lighters are seen in the foreground. The first phase development at this gateway is estimated to cost some S\$90 million. (PSA PHOTO)



Lash Operations Off Pasir Panjang Coast

Picture shows a PSA tug working alongside a LASH vessel off the coast of Pasir Panjang. PSA's sixth gateway—the Pasir Panjang Wharves—has facilities for lighters, coastal vessels and LASH barges to work cargo alongside. Singapore has experienced a revolution in sea transportation with the advent of modern container ships in 1972 and subsequently LASH vessels in 1974. (Port of Singapore Authority Photograph)

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tions), PSA (left) handing over a pewter salver to Capt. T. Koizumi.

The Port of Singapore Authority (PSA), presented special gifts to Capt. T. Koizumi, Master of container vessel S.S. "Kasuga Maru" when she called at the PSA's Container Terminal on her maiden voyage on 22 Nov. 76. "Kasuga Maru" was also the 14th new container vessel to call at the PSA's East Lagoon Terminal this year (1976). The 58,438 GRT vessel, belonging to NYK Line of Japan, plies in the container route between Europe and the Far East under the Trio Consortium. The 29.1 knot high speed container ship has a total container capacity of 2,450 TEUs. Picture shown Mr. Willie Rasiah, Assistant Director (Staff Rela-

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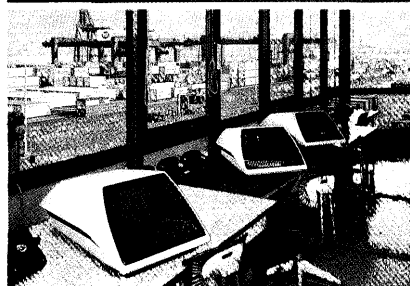
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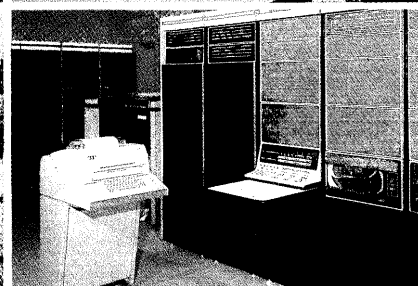
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