

# PORTS *and* HARBORS

July-August, 1978 Vol. 23, No. 7-8



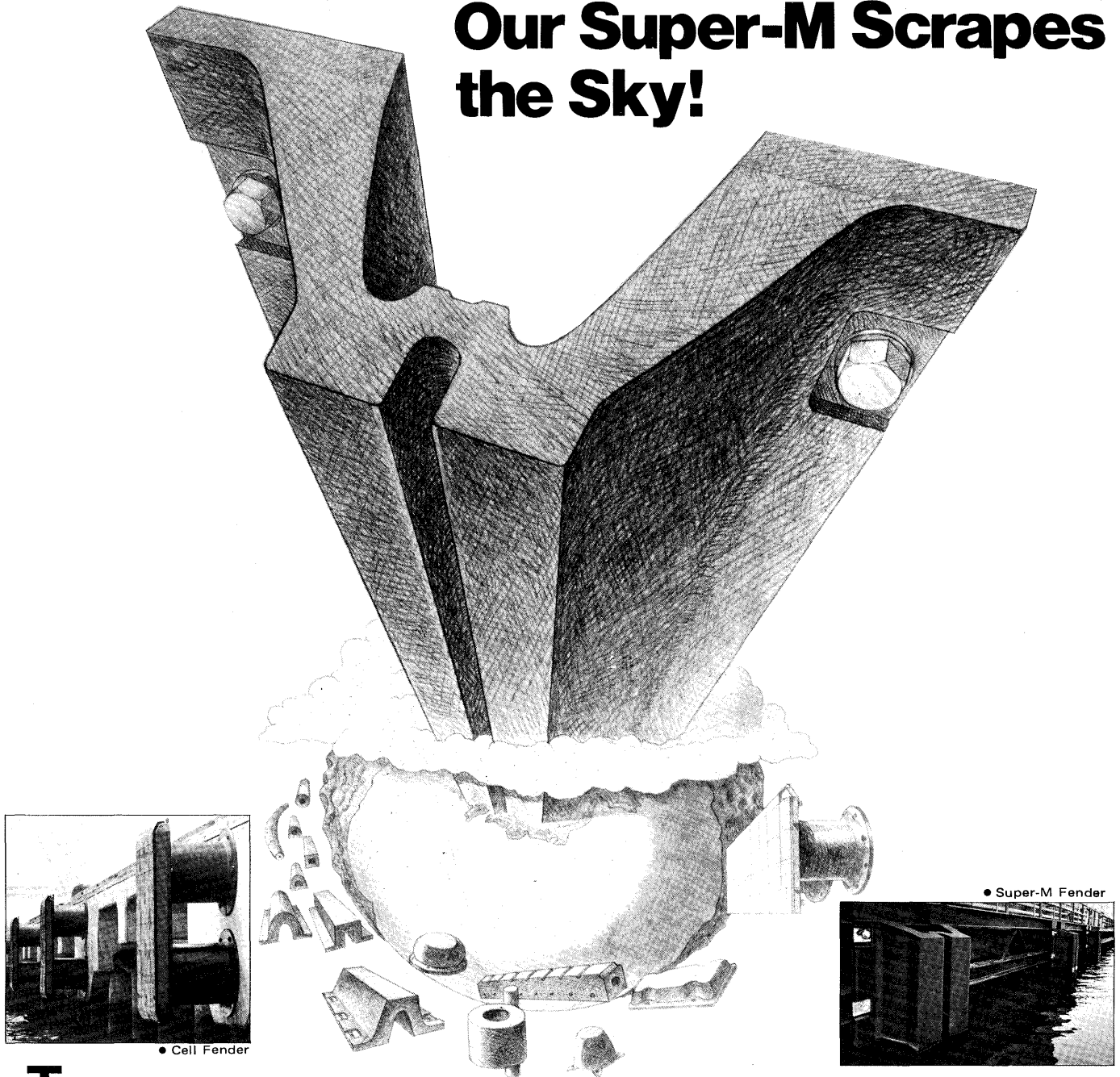
Port of Melbourne

## IAPH Conference Le Havre May 1979

The Publisher: The International Association of Ports and Harbors

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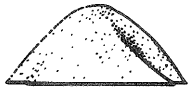
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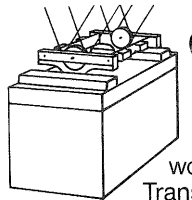
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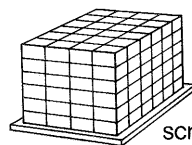
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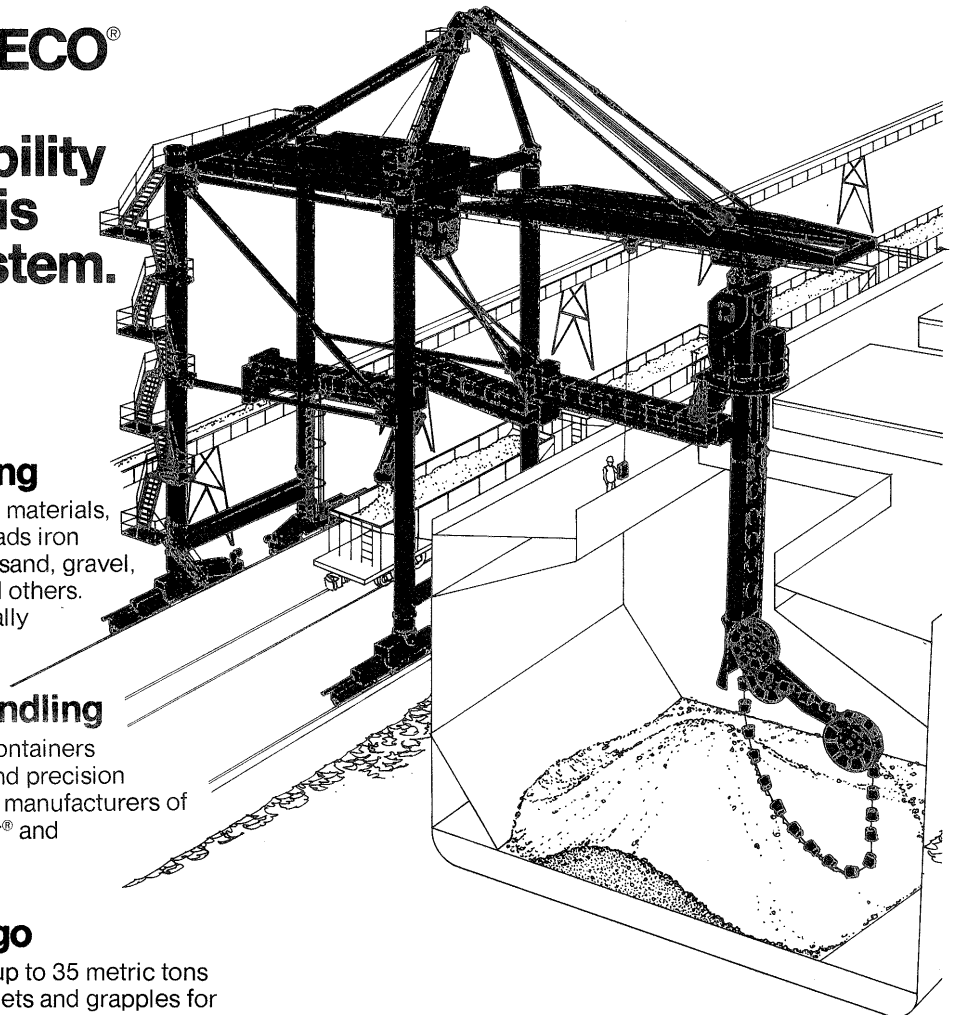
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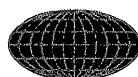
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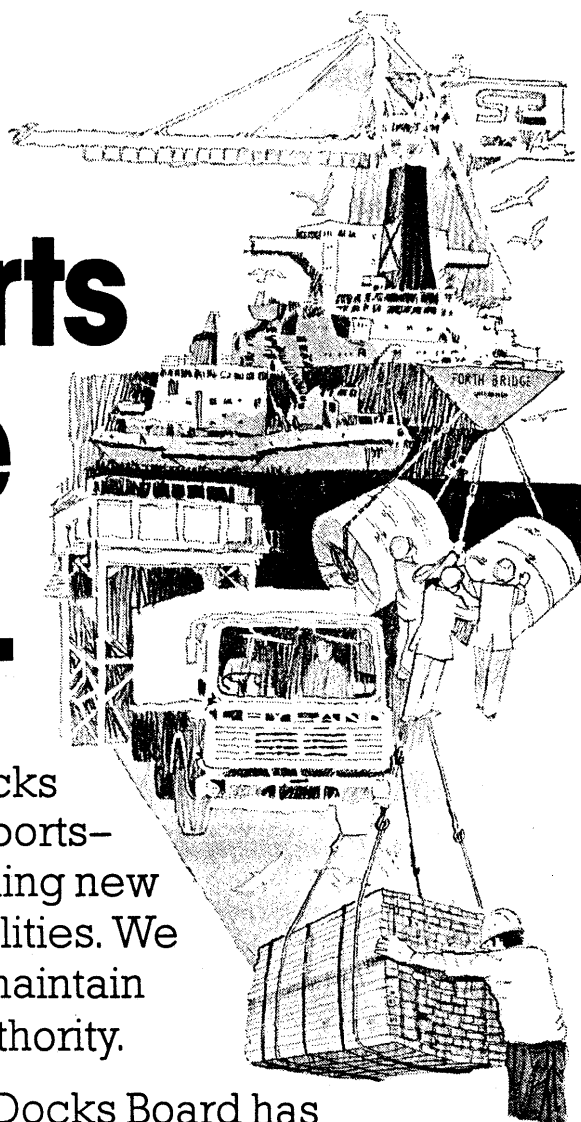
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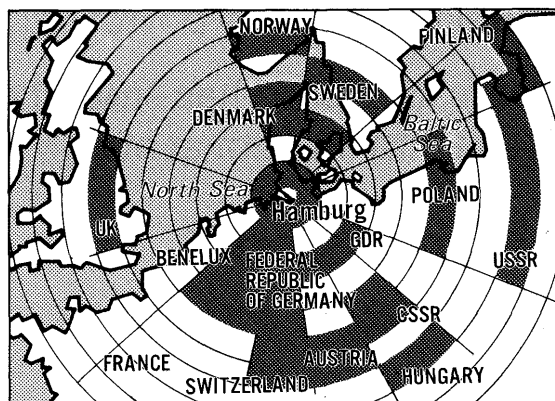


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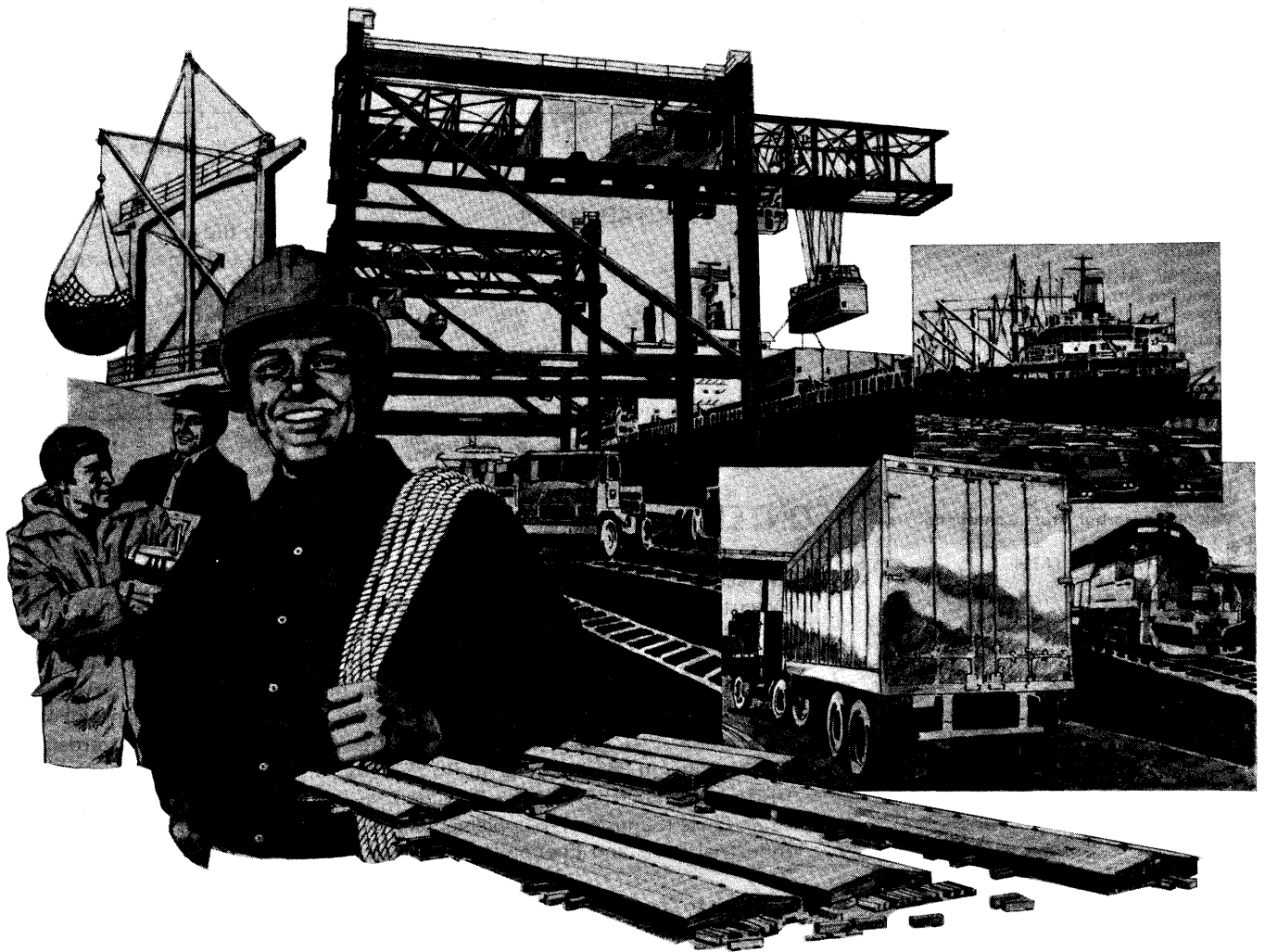
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<b>The Cover:</b> An aerial view of the "upper reaches" of the Port of Melbourne, Australia's major overseas general cargo port and the largest container port (in terms of tonnage handled) in the Southern Hemisphere. During the 1976/77 financial year, the Port handled 17.67 million tonnes of cargo, of which a record 8.20 million tonnes was handled in containers. In the foreground is the Port's six berth/six crane overseas container complex, Swanson Dock which handled 5.63 million tonnes of containerised cargo in the last financial year.	

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# PORTS *and* HARBORS

**IAPH Head Office Announcements :** Pages 7 ~ 30

## Executive and 6 Special Committees Met in Mombasa

### Presidential Message

by Mr. Altvater

The recent Executive Committee Meeting in Mombasa was a most worthwhile endeavor in behalf of our International Association of Ports and Harbors. It was a well attended event and extremely well hosted by the Kenya Ports Authority.

A very warm and friendly welcome was extended to us by the Hon. Daniel Mutinda, Minister for Power and Communications of Kenya, as well as by Mr. P.K. Kinyanjui, Chairman of Kenya Ports Authority. Throughout the whole course of the week long meeting, the Kenya Ports Authority aided and assisted us in our busy schedule and provided a program of visitation to several major industries of Mombasa and arranged an attractive Ladies Program.

The purpose of the Executive Committee Meeting is to review financial matters, committee activities and progress of the format and arrangements for the next forthcoming conference. The 11th IAPH Conference will be held in Le Havre in May, 1979.

Mr. John Wallace, President of the Maritime Services Board of N.S.W., Sydney, Australia, has succeeded Mr. A.J. Peel of Brisbane on the Executive Committee. Also, Mr. Patrick J. Falvey, General Counsel of the Port Authority of New York and New Jersey was made Chairman of the IAPH Legal Counselors, succeeding Mr. J.K. Rooney of the Port of Oakland.

It was gratifying to learn of the growth progress of the Association with an increase of 7.3% in membership during the past year. Currently, we have over 190 Regular Members from 70 nations, subscribing 472 membership units to the Organization. The financial status appears relatively sound, provided further worldwide inflation is minimal and the U.S. Dollars remains firm throughout the our Association and these affects are constantly being studied and evaluated by the Secretariat.

Reports were furnished by eight Committees and I was pleased to find they were all quite in their individual assignments.

Of particular interest was the review for letters of invitation from 13 candidate ports for hosting the 1983 conference in the American region. The final decision on port selection will be made at the 1979 11th IAPH Conference in Le Havre.

In conclusion, I would like to express my thanks to all those who attended and, in particular, to the Kenya Ports Authority for their most gracious hospitality during our

conference. Preparations now underway by Le Havre indicate the 11th Conference should be of genuine interest to all members, not only will a new format providing for full delegate participation in the meeting be introduced providing a whole new approach to the business sessions, but an exciting and a very wonderful social program is being planned which should serve to make the 11th Conference one of the most successful. Mark your calendar now for May, 1979 to attend the next conference in Le Havre.

### MOMBASA MEETINGS: APR 3-7, 1978

Six Special & Standing Committees and  
Executive Committee met at Nyali Beach Hotel

Kenyans welcomed the first IAPH meeting in Africa

Forty-two delegates and nine accompanied ladies from 17 nations were guests of Kenya Ports Authority and received a heart-felt welcome by Hon. Daniel Mutinda, Minister for Power and Communications of Kenya, Mr. P.K. Kinyanjui, Chairman of Kenya Ports Authority and his staff members, during the whole course of the meetings.

Following is the general schedule of the Mombasa meetings:-

Monday, April 3

- Finance Committee
- Membership Committee

Tuesday, April 4

- Constitution and By-Laws Committee
- Committee on Containerization, Barge Carriers and Ro-Ro Vessels
- Committee on International Port Development

Wednesday, April 5

- Committee on Community Relations

Thursday, April 6

- Executive Committee

Friday, April 7

- Executive Committee

In addition to these full day sessions, the delegates and ladies were given with chances of visiting Port of Mombasa and some of leading local industries including, Brollo Kenya Limited, a maker of construction materials, and Bamburi Portland Cement Factory, while an attractive programme was prepared for the ladies.

Busy as it was the schedule, but the delegates, throughout the whole session, gave their very active participation in deliberating those important issues of the Association, including the financial matter, committees' activities and the matters relative to the 11th Conference in Le Havre, France, in May 1979.



At the reception by Kenya Ports Authority. From Left to Right: Mr. P.K. Kinyanjui, Chairman, Kenya Ports Authority, Mr. G.W. Altvater, President, IAPH, Hon. Mr. Daniel Mutinda, Minister of Power and Communications, Kenya (In white suit), Mrs. P.K. Kinyanjui.

The gathering all in all confirmed that it was the cooperation and participation of all of IAPH members in the Association's activity, which could bring forth with mutual benefits to the ports industries of the world's ports.

## Mr. Kinyanjui introduces IAPH to Kenyans

At Nyali Beach Hotel, Mombasa, Kenya, April 2, 1978

Mr. Minister, Hon. Daniel Mutinda, Minister for Power and Communications, The President of the IAPH, Mr. George Altvater, members of IAPH Executive Committee, Distinguished guests, Ladies and gentlemen.

On behalf of the Kenya Ports Authority's Board of Directors and the Management I should like to thank you most sincerely, Mr. Minister, for accepting to join us and officiate at this opening of the 1978 IAPH Executive committee meeting.

It is very gratifying to note that this is the first meeting of this august organisation that has ever taken place in the entire African continent. May I take this opportunity to welcome all the delegates and their wives and wish them a happy stay in Kenya.

The Port of Mombasa has been associated with the IAPH activities since 1967 and our officers have attended the Association's conferences and its committees' meetings since that year. I, myself have been a member of the Executive Committee since the Montreal Conference in 1971. Until 1977 our membership of the IAPH was through the now defunct East African Harbours Corporation. I am happy to say that the Kenya Ports Authority is now a



President Altvater thanked the Kenyan hospitality. Hon. Mr. Daniel Mutinda. To his right is Mr. P.K. Kinyanjui. To his left is Mr. J. Gituma, Managing Director.

member on its own right and, as we say in Kenya, "this is the way it is."

The present meeting, Mr. Minister, is being attended by 42 delegates from all parts of the world and some of the delegates are accompanied by their wives. I hope that all the delegates and their wives will take time to swim in our beautiful beaches and later visit our world-famous National Parks. I also hope that this visit by members of the IAPH will be an eye opener and when you come to choose the venue for the 1985 biennial conference please decide to meet in Africa, and hopefully, in Kenya. The Kenyatta Conference Centre in Nairobi, our capital city, has excellent conference facilities. In fact many International meetings have been held there since the centre was opened in 1973.

It is appropriate to mention here that this meeting coincides with the beginning of the United Nations Transport and Communications Decade in Africa. The Kenya Ports Authority was represented at the first inter-agency meeting which was held at Addis Ababa on the 22nd and 23rd March, 1978. With regard to maritime transport it was noted that almost 90 per cent of African traffic in goods and merchandise is currently effected by sea. This clearly indicates the importance of Port facilities in the Transport field.

The Addis meeting also noted that 97.5 per cent of African maritime traffic is carried by non-African liner conferences which have shared the whole of the continent among themselves exercising a near-monopoly; fixing freight rates for various products; and determining unilaterally the transport conditions almost without any consultations with the shippers and the countries involved. Each conference is a kind of "closed club" and employs various tactics to limit intervention of the countries they serve. Since this is a highly involved topic, I will leave it to you Mr. Minister, and the governments affected by conference lines' peculiar practices.

Mr. George Altvater, the President of the IAPH, will say a few words about the work of the Association. It will therefore suffice to say that this Association has greatly helped in promoting goodwill and understanding in the world community.

At this juncture, I should like to thank the President of the IAPH, the Secretary General, Dr. Hajime Sato, and his secretariat especially Mr. Kondoh, Mr. Gituma and his staff particularly Mr. Kyandih and all other people who have





Delegates at meeting of special committee. Left to Right: Mr. Sven Ullman, Mr. A.J. Tozzoli, Mr. John Wallace, Dr. Hajime Sato, Mr. Toru Akiyama, Mr. P.J. Falvey, Mr. J.H.W. Cavey, Mr. Leslie Still, Jr., Mr. J.H. McJunkin, Mr. J.K. Rooney, Mr. J.P. Davidson, Mr. J. den Toom, and Mr. A.S. Mayne. (Photo: Courtesy of Kenya Ports Authority).



A scene of Executive Committee meeting. Officers at head table from left to right: Mr. A.J. Tozzoli, 3rd Vice-President, Mr. A.S. Mayne, 1st Vice-President, Mr. G.W. Altvater, President, Mr. Paul Bastard, 2nd Vice-President, and Dr. Hajime Sato, Secretary-General. (Photo: Courtesy of Kenya Ports Authority).

assisted in the organisation of this meeting. I am confident that the deliberations of the Executive Committee and all the sub-committees will be successful.

As you all know our guest of honour tonight is Hon. Daniel Mutinda. Hon. Mutinda is a lawyer by profession. After his election to the Kenya National Assembly in 1974 he was appointed Minister for Information and Broadcasting. Recently he took over his present Portfolio which encompasses hydro and geo-thermal power, Transport Licencing Board, the former East African Community Corporations—Airways, Railways, Ports, Civil Aviation, Meteorology and Airports. Despite all these heavy responsibilities we thank you once again for finding time to be with us this evening.

I am very pleased to invite you, Mr. Minister, to address the delegates and the invited guests.

## **Welcome Address by Hon. Daniel Mutinda, Minister for Power and Communications, Kenya**

At Nyali Beach Hotel, Mombasa, Kenya, April 2, 1978

Mr. Kinyanjui, Chairman of the Kenya Ports Authority, Mr. Altvater, President of the International Association of Ports and Harbors, Distinguished guests, Ladies and Gentlemen.

I am very happy to be with you tonight and particularly to welcome our guests who have come from abroad and who are members of I.A.P.H., a body I understand is dedicated to promoting efficient port administration, port planning and co-ordinated transportation.

On behalf of the President of the Republic of Kenya, Mzee Jomo Kenyatta, the Government and the people of Kenya, I would like to welcome you all to this country. As you all know, ladies and gentlemen, Kenya is politically a young nation, striving to speed up her economic development and improve the living standards of her people. The Government therefore fully supports international organizations such as the I.A.P.H. which not only deals with port administration and transportation problems, but also helps to bring about co-operation and closer understanding among peoples of different countries.

I believe we all know, especially those who are familiar with maritime industry, that shipping problems are by no means the monopoly of a particular port; for what happens at one port will naturally affect operations at other ports of contact. In matters pertaining to handling cargo, for example, the world of shipping is quickly changing from conventional methods of handling to new technology, and

small ports such as ours at Mombasa, are forced to adopt such new methods so as to keep pace with new order. I notice, Mr. President of I.A.P.H. that among your various committees, there is one which deals with containerization and I hope this is one areas where your Association could influence some degree of standardisation so that small ports in developing countries do not wake up each morning with different sizes of containers that they are ill equipped to handle.

Standardisation of various other handling equipment is another area where I.A.P.H. can influence some agreement among shippers and port operators.

Port efficiency and productivity are catch words in the mind of every importer and exporter the world over, and each time the blame is directed, not without some justification, at the port operators and management. It is a consolation to note that I.A.P.H. gives priority to the improvement of efficiency and productivity, and it is more of a consolation to note that Kenya is well represented on this august body.

But on our own, we are doing quite a bit. The Government of Kenya, through my Ministry, has all along given priority to the development and expansion of our major port of Mombasa. Over the last ten years, large sums of money have been used to purchase new handling equipment, build additional deep water berths and sheds, replace old equipment and provide maintenance facilities.

In addition, the Kenya Ports Authority and the Kenya Cargo Handling Management take rigorous steps to train personnel of all categories in order to enhance productivity and port efficiency. Within the next five years, the Kenya Government, through the Kenya Ports Authority plans to spend more than Shs. 700 million on Mombasa port development alone, in order to cope with expected volume of traffic which is forecast to rise from 6 million tons a year at present to 18 million tons by the year 2000.

Since port development would be rendered ineffective without an efficient inland transport system, my Ministry is undertaking steps to improve railway and road services throughout Kenya. Members of I.A.P.H. will no doubt deal with this aspect of communication during their deliberations in the Trade Facilitation Committee and probably give us some expert advice.

Ladies and Gentlemen, these developments are not only geared to serve Kenya, but also the landlocked countries of Uganda, Burundi, Rwanda as well as Sudan and, if need be, Ethiopia. Kenya is dedicated to serve transport needs of her neighbours in the spirit of the O.A.U. Charter. On this note, I am particularly pleased to see that a number of African

countries are members of the I.A.P.H. which is an indication of the continent's awareness on transportation problems.

Distinguished guest, Ladies and gentlemen, I am told that the I.A.P.H. rotates its biennial meetings to various countries and that we in Kenya may not see you again until probably many years from now. However, may I ask you to feel free to convene any of your meetings in Kenya at any time any day. That standing invitation is sincerely from me, from the people and Government of Kenya.

For now, I wish all delegates to the Special Committees and the Executive Committee of the International Association of Ports and Harbors, a very successful convention in Mombasa, and a very enjoyable stay in Kenya. Ladies and gentlemen, thank you very much.

## Executive Committee Meeting at Mombasa

The Executive Committee Meeting was held at Nyali Beach Hotel, Mombasa, Kenya for two days on April 6 and 7, 1978, under the chairmanship of Mr. G.W. Altvater, President of IAPH and Chairman of the Executive Committee.

The meeting was attended by the following members:—

- Mr. G.W. Altvater, President
- Mr. A.S. Mayne, 1st Vice-President and Chairman of Melbourne Harbor Trust Commissioners, Australia
- Mr. J. Bastard, 2nd Vice-President and Directeur Général, Ministère de l'Équipement Direction des Ports Maritimes et des Voies Navigables, France
- Mr. A.J. Tozzoli, 3rd Vice-President and Director of Marine Terminals, The Port Authority of New York and New Jersey, U.S.A.
- Mr. R.T. Carr, Chairman, Auckland Harbour Board, New Zealand
- Mr. J.H.W. Cavey, Director of Ports, Ministry of Transport, Canada
- Mr. J.P. Davidson, Dy. Chairman & Managing Director, Clyde Port Authority, U.K.
- Ir. J. den Toom, Managing Director, Port Management of Amsterdam, the Netherlands
- Mr. P.K. Kinyanjui, Chairman, Kenya Ports Authority, Kenya
- Mr. Fumio Kohmura, Executive Vice-President, Nagoya Port Authority, Japan
- Mr. J.M. Wallace, President, the Maritime Services Board of N.S.W., Sydney, Australia (Succeeded Mr. J.P. Peel)
- Mr. T.T. Soules, ex-Port Director, San Francisco Port Commission, U.S.A.
- Mr. Alhaji B.M. Tukur, General Manager, Nigerian Ports Authority, Nigeria
- Mr. W. Don Welch, Executive Director, S. Carolina State Ports Authority, U.S.A.

Also present were the following delegates:—

- Mr. Sven Ullman, Chairman of IAPH Special Committee on International Port Development and General Manager of Port of Gothenburg, Sweden
- Mr. R.T. Lorimer, Chairman of IAPH Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels and General Manager of Auckland Harbours Board, New Zealand
- Dr. J. Bax, Chairman of IAPH Special Committee on Community Relations and Director of External Affairs, Rotterdam Municipal Port Management, The Netherlands

lands

Mr. Patrick J. Falvey, Chairman of IAPH Legal Counselors and General Counsel of the Port Authority of New York and New Jersey, U.S.A.

Mr. J.K. Rooney, Immediate Past Chairman of IAPH Legal Counselors and ex-Port Attorney, Port of Oakland, U.S.A.

Mr. J.H. McJunkin, General Manager, Port of Long Beach, U.S.A.

Mrs. J.S. Kyandih, Principal Commercial Officer, Kenya Ports Authority

Mr. L.E. Still, Jr., Dy. City Attorney, Port of Long Beach, U.S.A.

Mr. J.K. Stuart, Director and General Manager, British Transport Docks Board, U.K.

Mr. J. Bayada, General Manager, Cyprus Port Authority, Cyprus

Mr. S. Iyoda, Nagoya Port Authority, Japan

Mr. J. Dubois, General Manager, Port of Le Havre, France

Mr. J.P. Lannou, General Co-ordinator for 11th Conference, Port of Le Havre, France

Mr. A.G. Field, Chairman, Townsville Harbour Board, Australia

Mr. J. Gituma, Managing Director, Kenya Ports Authority, Kenya

Mr. J.E. Nkpang, Nigerian Ports Authority, Nigeria

Mr. H.R. Ridings, Member, Long Beach Harbour Commission, U.S.A.

Dr. K.L. Mönkemeier, Director of Port, City of Hamburg, Germany

Mr. James B. Willie, Chairman, Sabah Ports Authority, Malaysia

Mr. J.F. Stewart, General Manager, Wellington Harbour Board, N.Z.

Mr. F.M. Wilson, General Manager, Port of Brisbane Authority, Australia

Mr. R.O. Ajayi, General Manager, National Cargo Handling Co., Ltd., Nigeria

Mr. E. Kilpatrick, ex-President, Oakland Harbour Commission, U.S.A.

Secretariat:—

Dr. Hajime Sato, Secretary-General

Mr. Toru Akiyama, Secretary-General Emeritus and President of I.A.P.H. Foundation

Mr. Rinnosuke Kondoh, Under Secretary

Mrs. Kazuko Tatsuta, Private Secretary to Mr. Akiyama

The meeting was called to order by the Chairman, Mr. G.W. Altvater, in his opening address it was noted with thanks that the Association could succeed to expand its activity in various aspects of the maritime industry of the world by the good support and cooperation of member ports, and by the efforts made by special committees and liaison officers, since the last conference in May 1977 at Houston, Texas. Introduced by the Chairman were Mr. John Wallace, President of the Maritime Services Board of N.S.W., Australia who joined the Executive Committee succeeding Mr. A.J. Peel, and Mr. Patrick Falvey, General Counsel of the Port Authority of New York and New Jersey, who became the Chairman of IAPH Legal Counselors succeeding Mr. J.K. Rooney.

The Committee then expressed the deep condolences over the late Mr. Austin Tobin, an Honorary Member of IAPH and ex-Executive Director of the Port Authority of

New York.

## 1. Secretary-General's Report

Dr. Hajime Sato, Secretary-General, in his small address for his presenting the Report, emphasized that the IAPH's activity during the last year since Houston Conference was much activated and the most welcome trend was that the communications among member ports became so active, through which members were helping each other. He remarked that this very trend was one of the most important side effects of being associated with IAPH.

As to the financial status of the Association, he stated that the effect of the recent trend of the rise of Yen currency in connection with the U.S. currency would bring a severer negative effect to the Association, while the effect in the previous year was slight due to the timing of starting of the monetary turmoil.

It was disclosed that there was an increase of 7.3% of membership during the last one year, and that there were 190 regular members from 70 nations, subscribing 472 membership units, as of December 31, 1977.

The Report was so accepted by the Committee.

## 2. Reports by Chairman of Special and Standing Committees and Future Activity

Seven reports of special, standing committees and liaison officers were presented, either by person or in paper.

- a. Finance Committee: by Ir. J. den Toom
- b. Constitution and By-Laws Committee: by Mr. J.H.W. Cavey
- c. International Port Development: by Mr. Sven Ullman
- d. Containerization, Barge Carriers and Ro-Ro Vessels: by Mr. R.T. Lorimer
- e. Community Relations: by Dr. J. Bax
- f. Trade Facilitation: by Mr. R.L.M. Vleugels (in paper)
- g. Legal Protection of Navigable Waterways: by Mr. A. Pages (in paper)
- h. Membership Committee: by Mr. J.P. Davidson

The reports and recommendations were duly received by the Committee.

Among others, the following points should be highlighted, while the reports and minutes of meetings are readily carried in the journal.

### a. Improvement of magazine "Ports and Harbors"

Along the course of discussions on the financial matters, the matter relative to the improvement of "Ports and Harbors" was deliberated quite extensively. One aim was to explore the possibility of economizing the cost for the production and distribution of the journal, while the other was to look for the measures for the improvement of the quality of the journal.

For which an ad hoc committee was set up. All in all, what was most important thing to the effect was the members' participation in the journal, either by means of contributing advertisements, or articles. An all-out campaign would take place.

### b. IAPH Bursaries

Three bursaries recipients were selected, one each to Ghana Ports Authority, Kenya Ports Authority and Cameroon Ports Authority.

### c. IAPH participation in the IMCO activity

Based upon Mr. A.J. Smith's report on the IAPH involvement with the IMCO's long term activity, it was pointed out that those members who had particular

expertise and interests in various items of importance to the future of the port industry of the world, should more be encouraged to take parts in the activity through the channel available to the Association. (Please refer to the May 1978 issue of the journal.)

### d. Membership campaign

It was felt imperative for the Association to have more of the participation in the Association from the ports of the world who were not associated with IAPH at this moment. An extensive membership campaign will be launched off in due course, however, it was found very necessary to achieve our members' attention for the effect.

### e. Global Port Development Policy by Bohdan Nagorski

Although the ways and means of how to materialize were not yet known to anybody, it was felt by the Committee that the idea should be disseminated among members to promote the idea so that the matter be discussed freely by members and be given with chance of materializing in some form in the future (Please see page 13.)

## 3. 11th Biennial Conference in May 1979 at Le Havre

The "Syndicate System" was selected as the manner of discussion, in stead of conventional "paper presentation" or "panel discussion", at the 11th Conference. This syndicate session may well be quoted as "group discussions".

The system is to discuss those problems and topics carried by four special committees by the syndicate leader and his syndicate groups which were grouped language wise, and report back to the plenary session of the findings of each group, so that every participants can take part in the discussion despite of the language barrier. English, French, Spanish or German and Japanese would be the basis for grouping.

(Note: Detailed information will be introduced shortly in the journal.)

## 4. Future Conferences

1981 Conference: Messages of invitation from the Governor of Aichi Prefecture and President of Nagoya Chamber of Commerce were introduced by Mr. Fumio Kohmura of Nagoya Port Authority

1983 Conference in the American Region:

Messages from 13 candidate ports were introduced by the representative of such ports, or by the President. The candidate ports were:—

- The Port Authority of New York and New Jersey, U.S.A.
- Maryland Port Administration, U.S.A.
- Port of Long Beach, U.S.A.
- Port of Vancouver, Canada
- Port of Quebec, Canada
- Port of Montreal, Canada
- Delaware River Port Authority, U.S.A.
- Philadelphia Port Administration, U.S.A.
- S. Carolina State Ports Authority, U.S.A.
- Port of St. John, Canada
- Port of Oakland, U.S.A.
- Puerto Rico Ports Authority, Puerto Rico
- Port of Portland, U.S.A.



### 1985 Conference in Europe and African Region:

Mr. P.K. Kinyanjui, in support of the invitation expressed by Hon. Minister for Power and Communications, Mr. Daniel Mutinda, presented an invitation that the Conference in 1985 be held in Nairobi. Dr. Karl-Ludwig Mönkemeier also spoke for the Hamburg Conference, in support of Mayor of Hanseatic City State of Hamburg's invitation that was made at the Board meeting in Houston Conference last year.

### 1987 Conference in the Asian Region:

It was introduced by Mr. Altwater that an invitation was expressed from Mr. Kang, Chang Sung of the Korea Maritime and Port Administration via Korean Embassy in Tokyo.

## General Report by Secretary-General

### 1. Activity since 10th Conference

Thanks to the good cooperation and support extended by chairmen and members of Special and Standing Committees, Liaison Officers, experts and specialists from many of our member ports, the activity of the Association during the past months since our 10th Conference has been very active, and much enriched was IAPH's relationship with many of highly respected world organizations including IMCO, UNCTAD, ECOSOC, ESCAP, PIANC, IALA, ICHCA, ISO, ICS and others.

It is noteworthy that papers, reports carried in the journal "Ports and Harbors" were of very dependable sources of information not only to our member ports but also to many of port related industries. IAPH publication entitled "Glossary of Terms for Maritime Shipping" by Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels received a warm welcome by those reputed organizations in the field of the world shipping.

IAPH Bursary Scheme and Award Scheme by Special Committee on International Port Development are widely known among young port officers of developing ports. It is expected that the schemes will become one of well established availabilities for assistance programmes.

The monthly journal "Ports and Harbors" is the most effective media for dissemination of our activity, and an observation indicates that the journal is well read by many people outside of IAPH. Members are encouraged to utilize this media by contributing papers, news, promotional articles of their own for the benefits of themselves, which are, in a surprisingly surety, beneficial to others.

It should be pointed out with an emphasis that the exchange of communications among our members has greatly been increased and activated. The communications meant here are not at all those communications of greetings, nor even the business communications regarding IAPH matters, but the communications among the individual port members asking for and replying to questions concerning problems or difficulties in their organizations. Indeed, the Association is the action group of groups of experts and specialists. Members are advised to take note of the significance involved in this member-to-member communications, which undoubtedly constitute to the promotion of international cooperation and understanding.

### 2. Membership

As of December 31, 1977, there are 190 Regular

Members from 70 countries, subscribing 472 membership units. During 1977, there was an increase of 13 Regular Members and 16 membership units, as compared with the corresponding figures of December 31, 1976, which were 177 Regular Members and 456 membership units, and 68 countries. But, at the same time, there were some withdrawals of our long time members.

Increase rate is 7.3% and is nearly on the target line of 10%, which was so expressed by Membership Committee as a guideline until 1979, however, as far as the number of members is concerned. While the increase rate of membership unit number is 3.5%.

All-out campaign for new members should be continued with a greater effort as ever, and it is suggested that all members should give their support to the membership campaign. In this connection, our thanks should be extended to our senior colleague Mr. Bohdan Nagorski for his continued efforts to the effect.

### 3. Settlement of Account for 1977

The report is being submitted to Finance Committee and Executive Committee for further scrutiny. It should be noted that the effect of the rise of Yen in 1977 was comparatively small due to the fact the drastic change occurred since September last year. The annual average of the exchange rate between US and Japan currencies was US\$1.00 = ¥283.057. But, the effect in 1978 is considered to be very serious. The rate on March 9 was US\$1.00 = ¥235.00.

### 4. Financial Prospect

It shall have to be admitted that the tendency of decrease of US currency value might continue for another considerable length of time, in particular connection with the exchange rate between US and Japanese currencies, and that the rise of Yen value will seriously affect the financial stability of IAPH.

Increase by 10% of unit amount of membership dues in the years of 1978 and 1979 will simply be absorbed in the monetary turmoil without bringing to IAPH any financial advantage.

The financial difficulty of IAPH is being expedited by the particular monetary situation between the US and Japanese currencies. So, there may be a question whether it is appropriate to directly reflect the tendency of this increase in Association's dues formula, while it should be said that a certain ratio of increase which is acceptable in a worldwide scale should be incorporated into the dues scheme and to be borne by members.

In this connection, it is suggested to consider the possibility that IAPH would continue to utilize the financial availability of the IAPH Foundation until some other time in a possible nearest future, without neglecting, however, the goal for the financial sufficiency as expressed in the resolution adopted at the 8th Conference in Amsterdam in 1973, should a kind of consensus to the effect be so obtained.

### 5. Le Havre Conference in 1979

Association's unanimous thanks go to Port of Le Havre and our French colleagues for their great efforts for the preparation of the 11th Conference at Le Havre in 1979.

In order to cope with those requirements expressed through the questionnaire on the Houston Conference by  
(Continued on next page bottom)

# Global Port Development Policy

## —Co-operation on a world-wide scale to raise the efficiency of the ports industry—

(Constitutes an annex to Mr. Ullman's report on page 24.)

By Bohdan Nagorski

(Author of "Port Problems in Developing Countries"  
& Special Advisor to IAPH Sp. Comm. on International Port Development)

The time is past when it was enough for each major port or a national planning board (if any) to devote their efforts exclusively to enlarging and modernising their own facilities as well as raising constantly the standards and efficiency of port services, in order to satisfy as fully as possible various requirements of shippers and importers.

Yet, in the present epoch of rapid transition towards an integrated door-to-door transport system from one end of the world to another, shipping lines and merchants are not content with obtaining high class attendance and prompt dispatch just in one port—a single link in the long chain of travel. They expect satisfactory services and working conditions all along the way from the point of shipment to the final destination, and especially so in the port of discharge of their cargoes.

Unfortunately, in the West to East and North to South trade, ports at the East and South end are often the stumbling block, sometimes of gigantic proportions. It is indeed an illusory benefit for a ship operator or cargo exporter to have service time shortened by one day in an advanced port, thanks perhaps to multi-million dollars investments, if the same vessel and the same cargo must wait for a berth in a congested port of discharge for 20, 50 or even 100 days. The question may easily arise whether it would not have been better to apply comparable efforts in terms of capital expenditure and technological inventiveness to improving conditions at the receiving end. Five, ten or more days could probably be saved rather than just one single day in the advanced loading port.

Obviously, matters are not as simple as that. Funds cannot be shifted at will from one port to another and to a different country. Moreover, money is not the main problem: the most damaging delays have occurred in countries where shortage of funds is certainly not one of the major worries, namely in Nigeria and the ports of the

the participants, it is suggested to find the best possible ways and means for the 11th Conference, in respect to the systems of working, panel or syndicate session, the simplification of transactions of the household matters as well as the systems of collection and distribution of papers for the Conference.

### 6. Constitution and By-Laws

Efforts by the chairman and members as well as members of the working group of the Committee should be awarded by our thanks.

Every possible considerations are required to activate the activity of the Association and to improve the quality of services to members, with a due consideration on the financial involvement.

Persian or Arabian Gulf. The main reason of the unprecedented chaos was the lack of farsighted port development policy in the late 1960s and early 1970s. It has been further aggravated by a conspicuous failure to adjust soaring imports to practical capacity limits of existing facilities.

And here is the crux of the problem. There appears to be an urgent need for a better co-ordination and harmonisation of the port development policy in various countries. An appropriate forum should be available for carrying out this task by systematic mutual consultations and sharing experience and ideas. Port development policies anywhere should be inspired not only by local, national and regional requirements but also—to a much higher extent than heretofore—by global considerations.

I do not have in mind anything reminiscent of a central planning board but merely a consultative organisation, a kind of professional mutual assistance of various ports of the world, with the aim to help streamlining technical and operating conditions along each of the main maritime routes of international transport and trade. Full freedom of decision of individual countries and port administrations would by no means be restricted, but they would be offered an as complete as possible set of reliable data on which correct decisions should be based.

In particular, a great majority of developing countries have not the benefit of hundreds of years experience in planning and managing ports. They do not maintain as close contact as their western counterparts with major steamship lines and cargo interests, nor do they have a prompt and easy access to full information about prevailing trends in transport technology.

To mention a frequent case, it is not easy for a developing country and her port planners to decide whether building specialised terminals for unitised cargoes, in particular for containers, would be a reasonable risk or whether they should put main emphasis, like in the past, on conventional general cargo berths. They do not like the idea of investing substantial funds in facilities that may remain grossly under-utilised for years, yet on the other hand they do not want to be caught unprepared when a profitable advanced mode of traffic does arrive. Consultations with an international advisory committee could considerably clarify the problem by providing first hand information not only on trends for the future but also on actual plans of the interested shipping companies.

Similar would be the role of the proposed advisory organisation in the field of management. Results obtained in other ports, especially along the same route, by introduction of modern management methods and simplified procedures, could be made known to the interested port administrations, and the goal of unifying regulations could be promoted. Possible modifications due to specific local conditions could, of course, be discussed.

Ports of developing countries would also have an excellent opportunity for venting possible grievances and listing their current practical requirements pertaining to the desired kind, size and draft of vessels, frequency of calls by regular liners, co-ordination of schedules of various regular lines, staggering arrivals of chartered ships, the art of stowing cargo, and various similar problems.

(Continued on next page bottom)

# Outline of the 1979 11th Conference

## —Overall Program, Daily Schedule, Exhibition, Post-Conference Tours, etc.—

*Following information was recently sent to the Head Office from Port Autonome du Havre for publicity.—Head Office*

### Introduction:

In the past, the biennial conferences of IAPH used to take place in large cities like London, Tokyo, Melbourne, Montreal, Amsterdam-Rotterdam, Singapore and Houston.

When the Port Autonome du Havre posed its candidature as host for the 11th Conference, we aimed at combining in one setting "work" and "relaxation", sea and countryside, by suggesting that the Conference should be held in Deauville, a delightful and world famous seaside resort nestling in the Normandy countryside on the south bank of the Seine, and at the same time try to give our delegates and their ladies the best possible picture of French hospitality.

We could obtain a full support of the Executive Committee when it met in Mombasa, last April to the proposal that our next convention would be considerably different from those in the past and be a new form of organization in that more time allocated for the working sessions but cutting down time for handling the conference procedural matters. Our motivation for doing these innovations arises from the following:

Plenary Sessions, the aim of which is to present all participants the administrative and financial activities and studies undertaken by IAPH during the inter-conference

period, were distributed throughout the program. We thought it desirable to group these meetings and to retain in the program a single "Plenary Session" which will cover all conference activities.

Working Sessions constitute one of the "strong points" of the Conference. To allow both speakers and audience to have the best possible dialogue, we thought it necessary to extend these meetings for which a half-day would be given by reducing the number of potential "Working Sessions" so as to improve its quality.

The work of "Special Committees" is, we believe, a key point of IAPH. In fact, for two years, experts of all nationalities collected an impressive amount of information, exchanged their respective ideas about subjects of great interest for all world ports, made suggestions and recommendations for improvement as regards questions of exploitation, security, regulations or for better staff training. The "Open Symposium" formula begun in Houston was an important first step in promoting this work. New suggestions put forward by eminent IAPH members seem to us to bring even greater efficiency to Special Committee's work. The system of new type of sessions to be called "Group Discussion" will be explained in a future edition.

To ensure the success of the 11th Conference, we need your support and cooperation throughout the preparation period and also during the conference. Your positive participation in the Program is strongly desired. We look forward to meeting you in Deauville next May.

The overall structure of the Conference is as follows:—

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### (Continued from page 13)

In order to be really effective, the consulting body should be composed of representatives of interested ports, steamship lines, forwarders and exporters of cargo. Their work should be subdivided into special tasks of improving and making more uniform conditions on particular trade routes. Alternatively, each group or subcommittee should deal with the problems of ports located in a specific region, towards which several major routes may converge. A possible division could be: Far East, Middle East, East Africa, West Africa and Latin America.

Only specialists involved directly in the given trade should be members of specialised committees. Their own self-interest would be the best incentive for productive work as they would derive immediate benefits from each improvement. There would be no need for creating a new bureaucracy, although a part time secretarial help would have to be provided for each committee and for its regular yearly or half yearly meetings.

Overall guidance and co-ordination of work could best be placed in the hands of the International Association of Ports and Harbors, simultaneously with a vigorous campaign for extending membership of the Association to all ports of certain economic importance. Quite particularly, the developing countries could derive considerable benefits from participation in various activities of IAPH and in the proposed programme of global port development

policy.

Co-operation with other international organisations, first of all with UNCTAD's Port Section, in formulating and implementing the programme would, of course, be highly advisable. ICHCA, PIANC and an appropriate association of shipping interests would probably be also willing to help in case of need.

And above all, it should be kept in mind that the form of a possible permanent organisation is not the main problem. The most important thing is to promote the principle that a farsighted port development policy should acquire a broad global character. Creation of a world-wide net of efficient ports should become a high priority goal of economic planners and of the international business community. The proposed system of consulting committees, specialised according to main trade routes or geographic regions, could modestly contribute to the above elusive aim. They would study carefully conditions on the most important routes, focus attention on existing imbalances and deficiencies, and suggest remedial measures inspired by present and future needs.

Acknowledgement: This article was carried in the October 1977 issue of "The Dock and Harbour Authority". Reproduction was made possible by the courtesy of Foxlow Publications, the publisher.



**Name, date and venue**

The Eleventh Biennial Conference (Le Havre Conference)  
May 12–19, 1979 (Meeting site is Deauville)

**Conference Theme**

“World Ports of the Future”

**Conference Officials** (Conference Chairman)

Honorary President: Minister of Transport

Honorary Vice-President: Director of Maritime Ports  
and Navigable Waterways

Host President: Chairman of the Port of  
Le Havre Authority's Board of  
Directors (M. Le Chevalier)

**Honorary Conference**

Chairman: Mr. P. BASTARD,  
2nd Vice-President of IAPH

Conference Chairman: J. DUBOIS—General Manager of  
the Port of Le Havre Authority

**Conference Registration Fees**

Alternative A: Alternative B:  
(Fench Francs)

Regular Members	2,000	1,500
Honorary Members	1,500	1,500
Founder Honorary Members	1,000	1,000
Life Supporting Members	1,500	1,500
Associate Members (Class A/D)	2,500	2,500
Associate Members (Class E)	2,000	1,500
Non-Members	3,000	2,500

Alternative A: For full functions including Saturday,  
May 19th, visit of Port of Rouen and  
farewell party at Versailles.

Alternative B: For participants who can't attend the  
program of Saturday, May 19th (Visit of  
Port of Rouen and farewell party at  
Versailles).

**Conference Program (Tentative)****Saturday, May 12**

**Sunday, May 13** Meeting of Committees

**Monday, May 14**

09.00–11.00	• Opening Ceremony
12.00–14.00	• Lunch
14.00–16.30	• Plenary Session
17.00–18.30	• Open Symposium
17.00–18.30	• Meeting of Group Leaders
20.00	• Dinner Party

**Tuesday, May 15**

09.00–12.30	• Working Session (to be held as group discussion)
12.30–14.30	• Free Lunch
14.30–17.30	• Group Discussion on Containerisation, Barge Carriers and Ro-Ro Vessels, Committee's Report
20.00	• Country Buffet

**Wednesday, May 16**

09.00–19.00	• Visit of the Port of Le Havre
20.30	• Buffet Normand in Deauville

**Thursday, May 17**

09.00–12.00	• Group Discussion on Large Ships Committee's Report
12.00–14.00	• Free Lunch
14.00–17.00	• Group Discussion on International Port Development

**Committee's Report**

Evening Free

**Friday, May 18**

09.00–12.00	• Group Discussion on Community Relations—Committee's Report
12.00–14.00	• Free Lunch
14.00–15.30	• Synthesis Meeting
16.00–18.30	• Closing Session
20.00	• Closing Dinner

**Saturday, May 19**

09.00–12.00	• Visit of the Port of Rouen
12.00–14.00	• Lunch
14.00–15.30	• Trip by bus between Rouen and Paris
20.00	• Farewell Party at the Château de Versailles

**Exhibition**

An exhibition of materials connected with various port  
operations will be organized throughout the Conference in  
the “Grand Hall” of the Casino.

This exhibition will be reserved primarily for French  
techniques, but will be extended to include foreign com-  
panies in sectors where they have an undisputed techno-  
logical advance.

Stands are made up of modules measuring 3 m × 3 m  
(10 ft × 10 ft); they can be hired by the unit according to  
the needs of the exhibitors. The area available in the  
“Grand Hall” of the Casino allows us to consider the setting  
up of 30–35 modules.

The cost of hiring one 9 m<sup>2</sup> (100 sq.ft.) module for the  
duration of the Conference will be 10,000 francs.

**Post-Conference Tours**

1. A “Gourmet Tour” involving 4 or 5 gastronomic stops at  
France's most famous restaurants.
2. A stay on the Côte d'Azur at a time which should  
coincide with the Cannes Film Festival and the Monaco  
Grand Prix.
3. A stay in PARIS with a programme of entertainment,  
sightseeing, gastronomic stops, etc. . . .
4. A tour of European ports which would enable partici-  
pants to combine a visit of the great ports with a view of  
national folklore and local culinary specialties. This  
tour, as requested by Mr. ULLMAN, would include a  
oneday stop in GOTHENBURG before the opening of  
the ICHCA Conference.
5. A tour of French vineyards which would show visitors  
the greatest vineyards with tasting of the finest vintages.
6. A stay in the châteaux of Historic France with visits in  
the surroundings.

**Hotels****NORMANDY HOTEL**

Boulevard Cornuché  
14800 DEAUVILLE—  
FRANCE  
Telephone: (31) 88.09.21  
Telex: 170 617 F

**ROYAL HOTEL**

Boulevard Cornuché  
14800 DEAUVILLE—  
FRANCE  
Telephone: (31) 88.16.41  
Telex: 170 549 F

**Official Air Carrier:**

AIR FRANCE  
1 Square Max-Hymans  
75015 Paris—France  
Telephone L (1) 273.41.41

### **Air/Sea/Land Travel**

The offices of the American Express, in association with Air-France will enable participants to have in their country access to all the different information about the running of the Conference and post-Conference journeys.

The American Express offices alone will offer these facilities which will result in considerable reductions on the normal cost of the journey for all participants.

In addition, the combined qualities of the American Express and Air-France are a guarantee of perfect service.

We therefore recommend Conference Members to contact as quickly as possible their nearest American Express office for their journey to DEAUVILLE, whatever means of transport they choose. Please note that all tickets will be issued from the American Express office in Le Havre, which is the only one entitled to offer participants preferential tariffs.

### **Access to DEAUVILLE**

**by air:** to LONDON

A twice-weekly flight links LONDON-Gatwick to DEAUVILLE-Saint Gatien.

The Friday evening departure from Gatwick (18.00 BST, arrival 20.00 French time in DEAUVILLE) would seem most attractive for British participants. Another flight operates on Mondays, leaving Gatwick at 9.00 BST and arriving in DEAUVILLE at 11.00 French time.

**by rail:** to PARIS

A large number of turbo-trains link PARIS directly with DEAUVILLE in about 2h30. The rail timetable (PARIS-DEAUVILLE and DEAUVILLE-PARIS) will be forwarded to participants with the registration forms which will be sent at the end of 1978.

**by road:** DEAUVILLE is 200 km from PARIS and the Normandy motorway (turnpike), of which a special section leads to DEAUVILLE near PONT L'EVEQUE, allows drivers to cover the distance in less than 2 hours.

### **Conference Address and Telephone Number**

Organization of the 11th IAPH Conference  
PORT AUTONOME DU HAVRE  
Terre-plein de la Barre  
B.P. 1413  
76067 LE HAVRE Cedex—FRANCE  
Telephone: (35) 22.81.40  
Telex: 190 663 F

## **Mr. James H. McJunkin, Long Beach, Newly Appointed Executive Member**

Mr. G.W. Altwater, President, on April 21, 1978, appointed Mr. James H. McJunkin, General Manager of Port of Long Beach, U.S.A. a member of the Executive Committee of IAPH succeeding Mr. T.T. Soules who had expressed his resignation at the Mombasa meeting as member of the Executive Committee due to his recent retirement from San Francisco Port Commission.

Mr. McJunkin is expected to assume the responsibility as a member of the Finance Committee, though subject to

further confirmation. (rin)



**Mr. James McJunkin**

## **Container Handling Statistical Return**

Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels chaired by Mr. R.T. Lorimer, General Manager of Auckland Harbour Board, New Zealand, at its meeting in Mombasa, last April, reached to the conclusion that the container statistical survey should be continued.

This survey was initiated by the Committee in November, 1975 on the ground that member of IAPH throughout the world had been seeking for container information from terminal operators as to details of container movements, both in regard to numbers of containers and crane movement rates at container terminals.

The first report of the survey result was compiled by Mr. A.S. Mayne, then the member of the Committee and distributed to those authorities who participated in the survey in September, 1976.

The second report covering the four periods of 1977 was compiled by Mr. Lorimer, the Committee Chairman and copies were sent to the 10 ports who participated in the survey for the periods.

Chairman Lorimer requests members' continued and a greater participation in the survey and advises that all future returns should be filled in the same form but for six months periods instead of the quarterly basis and be addressed to: Mr. R.T. Lorimer, General Manager, Auckland Harbour Board, P.O. Box 1259, Auckland, New Zealand

Survey forms are obtainable from the Tokyo Head Office.

## **IAPH Award Scheme Still Acceptable**

The closing date for the application to the 1978 Award Scheme which had been set as July 31, 1978, is now postponed until September 30, 1978, according to the announcement of Mr. Sven Ullman, Chairman of Special Committee on International Port Development.

Every ambitious individual working at all levels in port related enterprises in developing countries is encouraged once again to challenge for this big chance.

Further details of the entry conditions are available in

the "Ports and Harbors" (Page 11, April 1978 issue) or obtainable from the Tokyo Head Office on request. (TKD)

## **IAPH Membership Directory '79 Now on the Go**

Under the date of May 31, 1978, the Secretary-General mailed out the "Entry Form" for the IAPH Membership Directory 1978 to all Regular and Associate Members as well as Board of Directors and the Chairmen of Special Committees.

The members are again requested to render their generous cooperation in filling the "Entry Form: in accordance with the specified items, and return it to the Head Office by July 15, 1978.

The new edition of the Membership Directory, said his letter of appeal, welcomes as many advertising orders as obtainable by the broad cooperation of the Association members. (TKD)

## **Japanese Ports Association spoke about IAPH**

Japan Port and Harbour Association, at its 50th annual conference held on June 2 at Hakodate, adopted a resolution to support the IAPH 12th biennial conference which will be held at Nagoya in 1981. Resolution said that the IAPH decision on the holding of its 12th conference in 1981 at Nagoya was considered to be very meaningful event not only for the hosting port but also to every ports in Japan on account of the significance of the conference which would be convened by those world port-men and that the Japan Port and Harbour Association concurrently expressed their support for the Nagoya Conference. (rin)

## **Dr. Sato appointed as President of Japanese Ports Association**

At 50th annual convention of the Japan Port and Harbour Association which was held at Hakodate on June 2, Dr. Hajime Sato, Secretary-General of IAPH was appointed as the President of JPHA, succeeding Dr. Shizuo Kuroda. Dr. Sato was serving as director-general of the Association from September 1967 since his retirement as Director-General of Bureau of Ports and Harbours, Ministry of Transport, until October 1974 when he was appointed as one of four vice-presidents.

## **PIC met in Tokyo**

PIC (An executive body of PIANC) held its annual conference in Tokyo on June 6 and 7, under the hostship of the Ministry of Transport of Japan, at Tokyo Prince Hotel, being attended by 76 delegates from 18 countries. Mr. Willems, President of PIANC, during a conversation with an IAPH head office staff, disclosed that the coordination and cooperation between the two organizations would grow more and more in the future in various aspects. Though contacts by the head office were limited to the minimum due to unavailability of spare time in the schedules of the meeting, staff could succeed to communicate most of IAPH members attended.

## **IMCO Inter-Sessional Meeting, Rotterdam, June 5-9**

Mr. A.J. Smith, IAPH Liaison Officer with IMCO and Secretary of British Ports Association has been appointed as the IAPH representative to the IMCO Inter-Sessional

Meeting of the Joint Ad Hoc Working Group on Handling of Dangerous Goods in Ports which will be met at Rotterdam from June 5 to 9. (rin)

## **ISO Meeting on Shipbuilding/ Ro-Ro Ship to Shore Installations Gothenburg, October 17-18**

According to a communication from Mr. Sven Ullman, Chairman of Sub-Committee on Standardization of Ro-Ro Ships and Shore Installations of IAPH Sp. Comm. on Containerization, Barge Carriers and Ro-Ro Vessels, Capt. Lars Arwidson and Mr. Jan Persson of Port of Gothenburg will attend the ISO/TC8 Meeting representing IAPH.

IAPH has been active in this field since 1976 being led by Mr. Ullman, and has been working with ILO, ISC, ICHCA and PIANC. The Gothenburg meeting is one of series meetings of the issue and is to be hosted by Swedish section of ISO.

Also expected to be attending the meeting from IAPH are delegates from Port of London Authority and Port of Le Havre. (rin)

## **Visitors**

- On April 25, 1978, Ir. D.R.A. Stapel, Managing Director of Schiphol Airport, Amsterdam, the Netherlands, with Mr. L.W. Scherpbier, Managing Director of Netherlands Airport Consultants, visited the head office and were received by Secretary-General and his staff. Ir. Stapel was on a three weeks airport inspection tour in the S.E. Asia, including Hong Kong, Singapore and Japan. He was deputy managing director of Amsterdam Port Management and was key member for the organization of 8th Conference in Amsterdam/Rotterdam in 1973.
- On April 25, Mr. John Griffith, Director of Marine and Harbours, South Australia (Adelaide), accompanied by the Department's Commercial Manager Mr. John Jenkin, visited the head office and was met by Secretary-General and his staff. They were on a business trip to major Asian countries, including Singapore, Malaysia, Thailand, Hong Kong and China as well as Japan.
- On April 27, 1978, Mr. Cheung, Yeun-Sei, Director of Bureau of Construction, Korea Maritime and Port Administration, visited the head office and was received by Secretary-General and his staff. He was on a port inspection tour to the S.E. Asian countries including Japan.
- On April 27, 1978, Mr. A.S. Mayne, Chairman of Melbourne Harbor Trust Commissioners and the First Vice-President of IAPH visited the head office and had a meeting with Secretary-General and his staff on various association matters including preliminary talks on the 11th Conference in Deauville in 1979.  
He was on the way from Osaka where he attended with Lord Mayor, Rockman, City of Melbourne, the signing ceremony for sister cities affiliation between cities of Melbourne and Osaka. Ports of both cities were already affiliated since 1974.
- On May 2, 1978, Mr. Kisaburo Enomoto, Senior Shipping Expert of ESCAP visited the head office. He was on a trip to Japan to arrange ESCAP's Seminar on Ship Management to be held in Tokyo during October this year.
- On May 9, 1978, Mr. Y.H. Lee, Director-General, Masan District Maritime and Port Authority of KMPA, ac-

accompanied by Mr. Young-Il Chin, Chief of Accounting Division of KMPA, visited the head office and were received by Secretary-General and his staff. During his stay in Japan, they visited Keihin (Tokyo Bay) Port Development Authority, Port of Yokohama and Port of Kobe to observe the container terminals operations.

- On May 12, 1978, Mr. James N. McJunkin, General Manager of Port of Long Beach and a newly appointed IAPH Executive Committee member, visited the head office and was received by Secretary-General and his staff. He was on a business trip to Japan for the trade development.
- On May 13, 1978, Mr. Muhammad Al-Harbi and Mr. Abdul-Manna A. Saati, students of University of Petroleum and Mineral of Saudi Arabia visited the head office and were received by under secretary R. Kondoh. They were visiting this office to find information on the port development and harbour engineering.
- Mr. John S. Taylor, Chief Planner, and Capt. Stuart Bolles, Assistant Harbor Master of Melbourne Harbor Trust Commissioners, visited the head office on May 26, after completing four weeks study mission at Osaka and its area by the staff-exchange arrangement which was started from this year under the sister city affiliation made between Melbourne and Osaka. They visited the ports of Nagoya, Tokyo and Yokohama, and from Tokyo they departed for Manila on June 3.
- On May 25, Mr. R. Genin, Director of Exploitation Commerciale of Port Autonome du Havre met Dr. Sato, Secretary-General, at a Tokyo hotel on his recent round the world business trip for trade development. Mr. Genin during his conversation with Secretary-General assured that every possible measures would be taken to make the participants to the Le Havre Conference happy, by organizing the efforts of staff members of his port.
- On May 27, Mr. Fraser McKenzie, a Board Member of the Port of Tauranga, the Bay of Plenty Harbour Board, New Zealand, visited the head office and was received by Mr. Kusaka, deputy secretary-general. Mr. McKenzie also visited a MOL Container Terminal at Port of Tokyo on the same day to observe the operation. He was in Japan as a member of the New Zealand Dairy Japan Goodwill Trou to Japan.
- On May 31, Mr. J.M. Ackroyd, Manager of Firestone Burleigh Marine Pneumatic Fendering Co., Ltd., of England visited the head office and was received by Mr. Kusaka, deputy secretary-general, during his recent trip to Japan. In his conversation, Mr. Ackroyd disclosed that his company would join IAPH as an associate member in near future.
- On June 16, Mr. F.J.N. Spoke, General Manager of Port of Vancouver, visited the head office and met Secretary-General and his staff. He was on a business trip to Japan and Nakhodka for the development of trade through Vancouver. In his discussion with Secretary-General, he emphasized that Port of Vancouver was very much willing and be prepared to host 13th IAPH Conference in 1983 in American Region.

## Membership Notes

### New Members

### Regular Members

Sharjah Port Authority

P.O. Box 510, Sharjah,  
United Arab Emirates  
Office Phone: 356000  
(Mr. Robin Crawshaw, Managing Director)

### Associate Members

Mr. Thomas T. Soules (Class A)  
30 Miller Place #4  
San Francisco, California 94108, U.S.A.  
Office Phone: 415-989-2475  
(Port Consultant)

Mr. William Bowey (Class D)  
Heroit, Three Gates Lane, Haslemere  
Surrey, England  
Office Phone: Haslemere 4706

Mr. Takaharu Miyazaki (Class D)  
114, Ibarazuka, Noda-cho, Nakagawa-ku,  
Nagoya-City 454, Japan  
Office Phone: (052) 353-0768  
363-1075/1037

(Registered Public Accountant to Nagoya Branch of the  
Society Maritime Affairs of Japan)

## Publications

1. "Standards for Equipment Employed in the Mooring of Ships at Single Point Mooring" by OCIMF (Oil Companies International Marine Forum) (English only) (£3.00)

Write to: Witherby & Company Limited  
5 Plantain Place, Crosby Row,  
London SE1 1YN

2. "Accident Prevention on board Ship at Sea and in Port" by ILO (In preparation) (Will be available within 1978/about 150 pp./17.50 Sw. frs./Code: ISBN 92-2-101837-7/English and French)

Write to: International Labour Office, Publications  
CH-1211, Geneva 22, Switzerland

3. "Evolution Portuaire Dans Les Pays En Voie De Développement: L'exemple du système portuaire péruvien" by John B. Chapman (Port Evolution in the Developing Countries—Example of Peruvian Port System) (91 pages in French, price unknown)  
Publisher: Institut de Géographie, Université Paul Valéry, Montpellier, Boite Postale 5043-34032, Montpellier Cedex, France

4. "Challenge of The Belgian Grain Ports" by Drs. G. Descheemaeker. (Summary follows)

The 165 page study is obtainable in Dutch and English language by letter, telex, telephone to F. VAN BREE N.V. (Société Générale de Surveillance-Belgium) at the cost price of BF 500 per copy.

F. VAN BREE N.V.—Lange Nieuwstraat 47—2000  
ANTWERP—BELGIUM  
TELEX 31270 Vanbre b  
TELEPHONE 031/329800  
REF.: G. Descheemaeker/Study Grainports  
BANKING ACCOUNT: 320-000, 1303-15-BANK  
BRUSSEL LAMBERT

### PURPOSE OF THE STUDY.

After the war the prompt and rapid reconstruction of the heavily damaged port of Rotterdam made this a modern

port within a relatively short period. Antwerp, on the otherhand, which had remained substantially undamaged by the war, was fully occupied by its function of main supply port to damaged Europe and could therefore not even contemplate immediate modernisation.

It was only later when, by reason of this post war supply founction, Antwerp had lost part of its traffic in grain, seeds and derivatives that consideration could be given to the required modernisation: the extensions of Samga, the construction of Sobelgra and the updating of the Antwerp floating grain elevators. However, the full benefit of this modernisation had not yet been achieved because in the meantime certain ideas regarding the choice between different ports had already become well established. It is in fact an extremely difficult task to reverse ideas which have slowly grown over a very long period.

In recent years we have seen the revival of the ports of Antwerp and Ghent. The purpose of this study is to accelerate this revival by means of carefully prepared reasoning which after all, in times such as these, must form the basis for any kind of progress.

## PROCEDURE

This study is intended to clarify the role which the Belgian ports should play in the import of grain, oilseeds and derivatives from overseas and their further transport to the European Hinterland.

In the introduction various factors relating to this specific trade are outlined. Particular attention is given to examining the implications of the E.E.C. agricultural policy.

In part I the relevant unloading ports (Antwerp, Ghent, Rotterdam and in slightly less detail Amsterdam) are described from the view point of ship handling. This means first of all that for each port the berthing and cargo handling possibilities of the various unloading quays for the transhipment of grain, seeds and derivatives are summarized. Furthermore the incoming vessels are classified on the basis of their deadweight tonnage and the average cargo tonnage for each size of vessel.

In Part II the evolution of the total unloaded tonnage of grain, oilseeds and derivatives is given, together with a statistical analysis of their final destinations. For each port a forecast is made of the quantities of goods expected to be discharged in 1980.

In Part III the various specialized transhipment installations for grain, seeds and derivatives are described for each port. In contrast to the information given in Part I, where quay facilities are given, Part III covers all the facilities (transhipment, storage, manipulation, etc.) which the installations offer to their clients.

In Part IV the principal costs connected with the arrival and discharge of the ship are analysed and compared for the ports of Antwerp, Ghent and Rotterdam. First of all the costs which the ship will incur in each of the various ports are investigated. A comparison between Antwerp, Ghent and Rotterdam is made on the basis of a few examples. A similar comparison is made of the costs incurred for account of the goods themselves (cost of transhipment, storage and reception). Demurrage costs are also compared by means of a few examples.

In Part V the position of the various interested parties is analysed according to the chosen port of call, taking into account the potential of the various transhipment installations, the facilities available for the vessel in the chosen

port and the calculated costs. In this section a number of important factors are investigated, these being factors which could induce the parties to prefer a particular discharge or receiving port. For this purpose the freights from the various deep water ports to inland destinations are compared.

Wherever possible the comparison is based on the cost per ton of goods so that the advantages and disadvantages of the various ports may be related to the value of the goods to be handled.

## CONCLUSION

An analysis of the size of vessels used in the grain trade according to DWT. tonnage shows that 50% of the total goods discharged in Antwerp and Rotterdam were carried in ships of up to 40,000 tons DWT. and that on average, 70% of the goods were carried in vessels of up to 70,000 tons DWT.

The average "degree of loading", both for Antwerp and for Rotterdam, is noticeably lower for vessels with a DWT. higher than a 100,000 tons. These very large vessels (mainly OBO carriers) are mostly used for the carriage of derivatives with a low bulk density and thus a high stowage factor. They are also used for part cargoes of grain or oilseeds.

Not only the limitations as regards draft in the loading and discharging ports but also various economic and commercial factors make it impossible to use these very large vessels for full cargoes of grain or oilseeds.

Only a few commodities, such as tapioca, where the supply is to a great extent concentrated on certain unloading ports, will in future be carried by these very large vessels. On the otherhand, grain and seeds will usually be carried by such ships only with an abnormally low "degree of loading". We would mention that in this manner the loaded draft is not only less than the vessel's maximum draft but is also less than the loaded draft of a smaller ship fully loaded with the same amount of cargo.

For some years past the Belgian Ports have demonstrated that they are able to handle satisfactorily the quantities of goods received. Recent developments in Antwerp (SAMGA) and in Ghent (GHENT GRAIN TERMINAL) ensure that even a noticeable increase in the arrivals of grain, oilseeds and derivatives can be handled without problems or noticeable delay in vessel turn-round.

By a comparison of the total costs for account of the ship itself, we have shown that there is very little difference between the ports which we have investigated. When these costs are calculated per ton of actual cargo carried, there may even be a slight advantage in favour of vessels in regular service to the Belgian Ports with cargoes of about 45,000 metric tons and upwards.

Coming now to costs for account of the goods themselves, it is here that the Belgian Ports are found to be particularly advantageous, both for the portion "from hold to ship rail" and for the portion "from ship's rail to craft".

The advantages are even greater if one departs from the traditional form of transport (from bulk carrier into lighter/coaster).

The following table gives the average difference between the Belgian Ports and Rotterdam. For these calculations the principal products were taken into consideration.

### Transhipment cost:

#### AVERAGE SAVING IN BF/TON WHEN HANDLED IN THE BELGIAN PORTS



PRODUCT	EX-BULK CARRIER	EX-TANKER
Grain, seeds	+ 6	+ 42
Pellets	+ 18	+ 67.50
Tapioca Pellets	- 16.50	+ 33
Extracts, expellers, meal	+ 25	+ 97
Copra expellers	- 13.50	+ 23

As regards inland transportation costs we conclude that the freights to all important destinations in Belgium and Northern France are particularly favourable for the Belgian Ports. The following table gives the average difference in lighter freights between loading Port Rotterdam and loading Ports Antwerp and Ghent to the most important destinations in Belgium.

#### Lighter freights:

#### AVERAGE SAVING IN BF/TON WHEN LOADED IN BELGIAN PORTS

PRODUCT	Per "Spits" (250 ton)		Per "Kempenaar" (500 ton)	
	Rotterdam/ Antwerp	Rotterdam/ Ghent	Rotterdam/ Antwerp	Rotterdam/ Ghent
Grain (80 kg/hl)	+ 25	+ 34	+ 10.50	+ 10.50
Derivatives (60 kg/hl)	+ 18.50	+ 28	+ 3.50	+ 2.50

A preliminary investigation has shown that for certain specific areas in the Belgian and German Hinterland, the level of lighter freights from the Belgian Ports is at least as favourable as those from the Dutch Ports.

It would be useful to make a deeper and more intensive analysis so as to make a balance of the barge freight advantages which favour the Belgian Ports.

The adaptation and modernisation of the Belgian Port installations, for the loading of sea ships and coasters is favourable for transshipment to destinations in the U.K.

We conclude that, in times such as these, where rationalisation, increased productivity and cost reduction are regarded as imperative, the Belgian Ports deserve special attention.

If one makes a realistic economic approach to the problems instead of merely deciding to continue in the old traditional routines, then the Belgian Grain Ports will inevitably attain the position which they deserve.

If this study induces the various parties engaged in the grain business to take a new look at their present procedures, costs and profitability, then it will have achieved its purpose.

Antwerp, April 1978.  
G. DESCHEEMAER.

(Turned back from page 26)

unemployment in many countries. Then, should we continue to build expensive port facilities in countries, where there is chronic unemployment? Is there a role for more manual effort in today's container world?

After an overall discussion especially concerning cargo handling methods the Committee stated that for the developing countries as for others there is no way to avoid the new technology. We have to go along with mechanization and containerisation in the ports, if we want to contribute to further development of International Trade.

However, it was also stressed that the necessity to go ahead with mechanization is not only relevant to the

development of international trade but hinges on a more tangible aspect, namely competition.

In this context, the Chairman mentioned that he had received from Mr. Carmichael a copy of a World Bank office memorandum of July 13th, 1977 with the subject Port Performance Indicators and "Action Plans". The Committee agreed that the collection and compilation of all kinds of data about port efficiency might be of some merit, but it was essential that such information is used with the greatest care in order to avoid meaningless comparison.

### 11. Membership

Within the Committee the matter of how to stimulate ports to become members of IAPH had been discussed earlier.

Mr. R.O. Ajayi now informed the Committee that the matter had been dealt with by the Membership Committee on the previous day and that the Membership Committee was going to take several steps to improve the number of members.

### 12. Sisterport Relations—Regional Port Organisations

Mr. Jan Sisselaar, Special Advisor to the Committee, had in a letter to the Chairman of April 8th, 1977 raised the matters of Sisterport Relations and Regional Port Organisations. The letter had been distributed to the Committee Members.

The Committee expressed the opinion that Mr. Sisselaar's ideas were useful. However, there are already many activities going on within the field. Thus it was mentioned that there is one West African Port Association, in which port people meet and exchange experiences, try to co-ordinate their operations etc. Also ports in East Africa are expected to form a similar regional organisation. Also in other parts of the world regional organisations are being set up or are in operation. The Committee suggested that the Ports and Harbors Magazine should continue to collect direct information from those regional organisations to be published in the Magazine in order to stimulate still more regional co-operation.

As to the matter on Sisterport Relations it is well-known that there are already several Sisterport arrangements in operation. Also this method of co-operation could be most useful in order to exchange information. However, this seems to be a matter between the two ports. Port Authorities, who feel that they need a certain relationship, are invited to write to the Secretary General, who is prepared to assist in finding the suitable Sisterport. The Committee expressed the opinion that also this matter should be given more information about in the Ports and Harbors Magazine.

### 13. Report to the Executive Committee

The Chairman had before the meeting presented a draft report of the Committee work since the Houston Conference to be delivered to the IAPH Executive Committee. The report was approved with a few amendments.

### 14. Closing of the meeting

The Chairman expressed his very sincere thanks to the committee for a most interesting and valuable discussion and for the extremely useful contribution by the Committee Members.

S. Ullman  
Chairman

# Supplementary Records of the Mombasa meetings

## FINANCE COMMITTEE (April 3, 1978)

J. den Toom  
Chairman

The meeting was attended by the following members:—

Ir. J. den Toom, Managing Director, Port Management of Amsterdam, Holland  
Mr. H.R. Ridings, Members, Long Beach Harbour Commission, U.S.A.  
Dr. K.L. Monkemeier, Director, Port of Hamburg, West Germany  
Mr. T.T. Soules, U.S.A.  
Mr. A.G. Field, Chairman, Townsville Harbour Board, Australia  
Mr. S. IYODA, instead of Mr. F. Kohmura, Executive Vice President, Nagoya Port Authority, Japan  
Mr. James B. Willie, Chairman, Sabah Ports Authority, Malaysia  
Mr. J.M. Wallace, The Maritime Services Board of N.S.W., Australia  
Mr. Toru Akiyama, Secretary-General Emeritus & President of IAPH Foundation

Also present the following delegates:—

Mr. G.W. Altwater, President, IAPH  
Mr. A.S. Mayne, 1st Vice-President, IAPH  
Mr. A.J. Tozzoli, 3rd Vice-President, IAPH  
Mr. J.H.W. Cavey, Member of IAPH Executive Committee & Chairman of IAPH Constitution & By-Laws Committee  
Mr. P.J. Falvey, Chairman of IAPH Legal Counselors  
Mr. L.E. Still, Jr., Member of IAPH Constitution & By-Laws Committee  
Dr. J. Bax, Chairman of IAPH Committee on Community Relations

Later attended by Mr. J.P. Davidson, Chairman of Membership Committee

Secretariat:—

Dr. Hajime Sato, Secretary-General  
Mr. Rinnosuke Kondoh, Under Secretary  
Mrs. Kazuko Tatsuta, Under Secretary

### 1. The financial results of the IAPH during 1977

There were no special remarks. The rise of the Japanese Yen in comparison with the US Dollar did not have so much effect in the year 1977, while this dramatic change in the exchange rate started at the end of 1977.

### 2. The future financial situation

From the very beginning of the year 1978, there is a serious problem related with the Dollar, the Yen is raising more and more. The transfer from IAPH to the Foundation, is in US Dollars, but the Foundation is operating in Yens. The raise of the Yen in comparison with the Dollar is very dramatic in the first months of 1978. The influence of 10% increase of the unit-price in dollars gives a lower income in Yens than the old unit-price in 1977. Much is uncertain at this moment.

It is very difficult to make at this time proper recommendations to solve the problem. As a matter of fact the problem is very serious. Even when the unit price will rise 10% every year, the Foundation will run into a deficit in 1981. This deficit will enlarge every year. This does not only mean that in those years a start is made with the "eating up" of the Foundation, but at the same time that the decision taken in 1973 to try to be independent in 1977 does not work. IAPH is very far from being financially independent.

### 3. Special unit for small ports

After some discussion, the conclusion was that setting a special fee for small ports, should only work for a very limited area in the world. It was decided to keep the situation like it is now.

### 4. Bulk cargo up to now in the official scheme

Bulk cargo is only counted for 20%. It seems that it is more likely that 20% is too high than too low when we look upon what the different ports can afford. The result of the discussion regarding this 20% could probably work out in the wrong direction, i.e. in the direction of less income. It was decided to keep the situation like it is now.

### 5. The unit price

As far as we can see now, it is not wise to make recommendations for a raise with more than 10% per year in 1980 and 1981. The main reason is that the total economic situation all over the world is not so good. Before the Conference in Le Havre, France, will start, we have to make a definite proposal. The deadline for such a proposal is the end of 1978. We decided that when circumstances are changing before the end of 1978 in a meeting by correspondence, the Finance Committee will make the definite recommendations.

### 6. Special charge for loss of currency

There was a long discussion regarding this point. Suggested was that, in Le Havre there will be decided to lay special burden on every unit of 50 or 100 Dollars. As a special help for one or two years, however, this only helps temporarily. During the same meeting in correspondence as mentioned in item 5. Finance Committee will decide on this point.

### 7. Tonnage scheme

There was a discussion whether it is possible to change the scheme of Section 5 of By-Laws. After a long discussion, it was decided not to change the scheme. One of the reasons is that, several ports which have a lot of bulk handling do not have any income from the bulk handling, and still have to pay for it in the number of units. Making a new scheme, will especially for these ports cause a big problem. When there is a possibility to get more income from the ports it is better and also more simple to raise the unit price.

### 8. Expenses for the magazine "Ports and Harbors"

The cost per copy is very high. Advertisement shows the

tendency to go down. Suggestions were made to have more strict guidelines for the articles and to diminish the number of pages. A Special Committee was set up with the help of the President Mr. Altwater to find out if same guidelines can be given to the Central Secretariat. In this Committee, I nominated Dr. J. Bax from Rotterdam, Mr. H.R. Ridings from Long Beach, Mr. A.J. Tozzoli from New York, Mr. J.M. Wallace from Sydney and Mr. R. Kondoh from the Central Secretariat.

**Notes by J. Bax,  
Chairman of Ad-Hoc Committee**

At the Finance Committee meeting on April 3, 1978, a number of questions were raised and some remarks were made regarding the I.A.P.H. monthly "Ports and Harbors". At the request of the meeting a small group of members reviewed several aspects of the magazine. Taking part in the discussion were Mr. H.E. Ridings Jr., Mr. Don Welch, Mr. J.M. Wallace, Mr. R. Kondoh and Mr. Jac Bax.

**I. Editorial Content**

The agreement was general that the magazine is useful and should be maintained. However, it was felt that some of the articles could be rewritten or condensed without doing injustice to their respective content. The shortcoming might even result in a more lively presentation and better readability, a considerable saving of space and thus of costs. The group was of the opinion that the editor should feel free to do the necessary rewriting or even discard material presented to him if it would take up too much space or would not fit into the editorial policy. It would be helpful to inform contributors more fully of what the editor would like to print: The content should centre on activities of the I.A.P.H. Organization and its Committees. It should report on developments in port construction, administration, management as well as on new techniques and research. The reports should be newsworthy; they should be of more than local or regional interest and fall within the global framework of the I.A.P.H. There could be special column on subjects like "Technical renovations", "Better management", "Developing Ports in a Developing World", etc. These items should be short and informative. The overall objective should be to enable the I.A.P.H. members and the ports they represent to be well informed. It would enhance the I.A.P.H. as a useful organization and attract the attention of the readers. In the letter to contributors, setting out the new guidelines, all member ports could be invited to send in reports with this policy in mind. It was not deemed advisable to cut down the frequency of the publication at this time. Preference was given to the effort to try and reduce the number of pages by tighter editing.

**II. Advertising**

Although the circulation is not high, the magazine reaches a considerable number of decision makers in port operations. It was suggested that the secretariat investigate the possibility of asking the assistance of a reputable advertising agency to secure additional advertising. It would not seem unlikely that more advertising could be gained especially from commercial enterprises. The appr. 20% reduction in revenue could be recouped by an increased and ratio.

**III. Printing**

The Secretariat agreed to investigate ways to reduce the costs of printing. Possible ways would be to have the actual printing done outside Japan and/or use slightly cheaper paper.

**IV. General**

All members should be encouraged to assist the editorial staff in producing good material and making suggestions for interesting information.

**CONSTITUTION AND BY-LAWS  
COMMITTEE (April 4, 1978)**

**Mr. J.H.W. Cavey  
Chairman**

(The following report dated June 21, 1978 arrived the Head Office on June 30, 1978 from Chairman Cavey)

**RE: PROGRESS REPORT BY CONSTITUTION  
AND BY-LAWS COMMITTEE**

Due to pressure of work on my return to the office and also due to the magnitude of the task of revising our Constitution and By-Laws, we have unfortunately been unable to report progress as early as we had hoped to do.

I now take pleasure in advising that, after considerable preliminary work done within the Committee's Working Group representing the three IAPH Regions between mid-1976 and March 1978, my Committee has carefully examined, edited and amended this draft text at Mombasa and also obtained Executive Committee approval of the final version.

Mr. Patrick Falvey, Chairman of the Legal Counsellors, has not only contributed his much appreciated legal advice to this review but also most graciously volunteered to incorporate our final text in a formal Resolution and Bill to be submitted at an early date to the Board of Directors through the IAPH Head Office for concurrence and inclusion into the Conference agenda. Thus, our Association will be able to adopt its new Constitution and By-Laws during the Le Havre Conference by a two-third majority as required and hopefully at the first Plenary Meeting.

**MEMBERSHIP COMMITTEE  
(April 3, 1978)**

**J.P. Davidson  
Ag. Chairman**

Present:

Mr. J.P. Davidson (Acting Chairman)  
Mr. R.O. Ajayi  
Mr. P. Kinyanjui  
Mr. F. Wilson

The Committee noted the satisfactory increase in regular Membership as at 31st December 1977 reported by the Secretary General in his report.

The Committee considered how best to mount a promotional drive to encourage more ports to join the association. Such a promotional drive should be aimed at regular membership it being the Committee's view that an increased regular membership would inevitably lead to an

increase in associate membership.

The following are the Committee's recommendations:

1. The list of non-member ports prepared in early 1977 should be updated by the secretariat. It is suggested that this list be circulated to the individual members of the membership Committee for updating relative to each country and region for their comments and recommendations as to the ports to be approached.
2. A **very short** promotional brochure should be produced setting out the aims, objectives, benefits and advantages of membership of the association. If necessary a firm of Public Relations Consultants might be engaged to produce such a brochure to which should be appended a list of existing members.
3. A personal letter should be sent by the President to the ports to be approached together with the short promotional brochure and also a copy of the existing brochure "Outline of I.A.P.H."

Copies of the President's letter should be sent to members of the Membership Committee who would then follow up in each country the President's approach with a further direct approach offering any additional assistance. Copies might also be sent to the directors and alternate directors in each country. It is also suggested for consideration that the President's letter might invite each port approached to attend the conference at Le Havre as an observer, if such port by that time has not yet firmly decided to join the Association.

4. A proposed timetable for such a promotional drive should be:—

- (a) The updated list of non-members to be drawn up by the beginning of June and comments and recommendations by members of Membership Committee as to the ports to be approached to be in the hands of the secretariat by the end of August.
- (b) The preparation of the short promotional brochure to be put in hand. Translation into languages other than English could be determined in the light of the ports to be approached.
- (c) The President's personal letter to be sent out by the end of September.

## **COMMITTEE ON CONTAINERISATION, BARGE CARRIERS AND RO-RO VESSELS (April 4, 1978)**

**R.T. Lorimer**  
Chairman

Present:

Messrs. R.T. Lorimer—Chairman  
W.D. Welch  
Dr. K.L. Monkemeier  
S. Ullman  
J.M. Wallace

Also in attendance:

Messrs. G.W. Altvater—President  
A.S. Mayne—1st Vice President  
R.W. Carr  
B.M. Tukur  
F. Wilson  
A.G. Field  
J. Bax

Chief Joe Nkpang  
Mrs. Kazuko Tatsuta

Your Committee has the honour to report as follows:—

### **1. Glossary of Terms for Maritime shipping**

It was confirmed that, this work had now been completed, published and distributed. It was agreed that the Glossary be updated, revised from time to time as appropriate.

### **2. Container Handling statistical return**

The Committee considers the continuation of these returns to be worthwhile. It was agreed that this be compiled in future on a six monthly basis and made available through the secretariat on a classified basis to those organisations subscribing to the production of the information.

### **3. Maximum Bridge Port Structure Heights**

It was agreed that this item be the subject of study by the Committee and that initially Messrs. Lorimer and Wallace are to confer and produce a suitable questionnaire which can form the basis of the study.

### **4. Safety procedures in container terminals**

Due to the absence of Mr. Bowey, it was not possible to fully consider work so far produced by the Port of London Authority. Agreed that it was most difficult to produce a uniform set of rules. Better that the Committee produce guidelines to enable members to frame own rules on an individual basis. Agreed that Mr. Lorimer discuss matter further with P.L.A. and report back.

### **5. Liaison with Large Ships Committee**

No special activities of this Committee affected the work of Containerisation Committee. Mr. Wallace advised of meeting of L/S to be held in Glasgow in May 1978, and in Sydney in December of the same year. Committee to seek representation at both these meeting is possible.

### **6. Evaluation of Equipment, Methodology in Terminals**

Committee agreed that Members would find it helpful to have technical papers produced on the various methods followed in terminal operation, the extent and type of equipment used, the throughputs and productivity comparison between the various systems. Agreed that the matter could well form suitable subject for 11th Conference. Chairman to follow up.

### **7. Survey of Container and Special Terminal Facilities**

Confirmed that Secretariat Tokyo had issued to all member ports updated questionnaire to be completed and issued at time of Le Havre Conference. Chairman reported that so far 82 ports had submitted information but that he would aim to have some 40 additional in ensuing months to match number previous forming part of this information.

### **8. South Pacific Ports Conference**

Chairman reported on his and other attendances at this Conference and informed meeting of the details of the papers presented at the Container Seminar. Chairman offered to forward copies of papers so presented to members who requested same.

### **9. I.A.P.H. Collaboration with P.I.A.N.C.**

Chairman advised Committee of letter received from P.I.A.N.C. requesting information on how I.A.P.H. and P.I.A.N.C. activities could best be coordinated and provided essential cooperation. P.I.A.N.C. activities suit more properly matters of Port Development and methods of how best cooperation should be achieved are to be discussed at Executive Committee back in Mombasa. Correspondence was noted and received.

#### 10. Standardisation of RO-RO Ramps

Mr. Ullman tabled a preliminary report 25.1.78 outlining progress being made with I.S.O. on this subject. Agreed that his report and information be circulated to Members of the Committee, and that Mr. Ullman be asked to continue to progress this matter. Also agreed that the safety issue raised by Mr. Paul Bastard be passed on to the Committee representatives and others involved in the study with the request that they be included in the study. Progress is being made with the preparation of a Standard Document on the whole to be presented to I.S.O. Sub/Committee meeting mid October, 1978.

#### 11. Standardisation of Containers

Chairman referred to several reports which suggested and there was a move afoot to increase the size of containers and thus move away from the I.S.O. Standard. It was agreed that the Committee should monitor closely such moves and that the Executive Committee be informed of the situation.

#### 12. New Members

It was recommended that the following be appointed to the Containerisation Committee:—

Mr. Ben Nutter — Port Consultant (Honorary Member)  
Mr. E. Yamazoe — Director Port Development  
Authority Tokyo Bay.

Approval of Executive Committee is accordingly sought.

#### 13. Mr. Bowey—P.L.A. London

Chairman agreed at the request of the Committee to forward a letter expressing best wishes to Mr. Bowey on his retirement as Managing Director P.L.A. Committee also noted with regret the circumstances preventing Mr. Bowey's attendance at Mombasa.

#### 14. Programme—11th Conference Le Havre

Committee was fortunate in having President, 1st Vice President in attendance and being fully informed on the likely format and procedure to be followed at the working sessions for the 1979 Conference. In view of the recommendations likely to be made to the Executive Committee, the Chairman agreed to set out promptly his ideas for inclusion in the Committee Report which would form a basis for syndicate discussion to suit Conference programme. An offer to prepare a supporting paper to enlarge on item (6) above was received and Chairman would discuss with Dr. K. Monkemeier approach to be taken. Agreed that as this Committees' activities and contribution would play vital part in Conference programme early attention would be given to selection of items and participants. Committee seeks for its part early confirmation as to its understanding of Conference format.

There being no further business of a substantial nature, the meeting concluded at 11.45 a.m.

## COMMITTEE ON INTERNATIONAL PORT DEVELOPMENT (April 4, 1978)

Sven Ullman  
Chairman

Present: Mr. S. Ullman, Port of Gothenburg, Chairman  
Mr. R.O. Ajayi, National Cargo Handling Co.,  
Nigeria  
Mr. J. Bayada, Cyprus Ports Authority  
Mr. J. Gituma, Kenya Ports Authority  
Mr. J.K. Stuart, British Transport Docks Board

#### 1. IAPH Award Scheme

The Chairman reminded the Committee of the fact that because of lack of interest in the Bursary Scheme up to 1977, the number of bursaries for the current period had been reduced to three. Instead there had been introduced an Award Scheme with the purpose of stimulating "port people" in developing countries to produce papers on port operations. The Secretariat General had in connection with the January, 1978 issue of the Ports and Harbors Magazine distributed posters with information on the invitation of IAPH to send in entries on "How could the efficiency of your port be improved?" The Scheme had also been announced in the April, 1978 issue of Ports and Harbors.

The opinion was expressed that the closing date of July 31st, 1978 might be somewhat early. The Committee accordingly expressed the view that if necessary entries should be accepted some weeks later than July 31st.

#### 2. IAPH Bursary Scheme

As mentioned in the previous paragraph, the number of bursaries had been reduced to three. Until the closing date March 31st, 1978 six applications had been received by the Chairman: one from Kenya Ports Authority, three from Ghana Ports Authority and two from Cameroon Nat. Ports Authority. This was a gratifying improvement of the interest in the Bursary Scheme.

Due to very slow postal communications, the application from Ghana had been received very late and because of the fact that one applicant wanted to participate in a course, which started already on April 3rd, 1978, the Chairman had already decided to suggest the Secretariat General immediately to award one Bursary to the Ghana Ports Authority.

After thorough discussion, the Committee decided to distribute the three available bursaries, one to Ghana Ports Authority as already mentioned, one to Kenya Ports Authority and one to Cameroon Nat. Ports Authority.

The Committee also decided to state that, in order to secure that the benefit of the bursary to the respective Port Authority should last for an acceptable period of time, bursaries should be awarded only to people, who had not yet reached the age of 50.

According to the Secretary General's Report April, 1978 the balance of the Special Port Development Technical Assistance Fund is US\$26,910. The total costs of the Award and Bursary Schemes for the current period are estimated to US\$11,900. Thus there will be US\$15,000 remaining. As the interest of the Scheme obviously had increased, the Committee expressed the opinion that for the next period a return to six bursaries of each US\$2,500 should be justified.



(It should be noticed here that on April 15, 1978 two more applications were received by telegram, all of them from the Government of India, New Delhi. Now that the Bursary Scheme finally has become well known and appreciated, further consideration will need to be given to the question of resources—Chairman.)

### **3. International Survey of Port Training, Advisory Facilities etc.**

The IAPH International Survey of Port Training, Advisory Facilities and Requirements was published in November, 1974 and revised in December, 1975. Evidence had been given that the survey had been useful not only to the members of the Association, but also to other International Organisations dealing with training programmes. Accordingly, it was felt desirable again to revise the Survey. Through the courtesy of the Secretariat General a letter had been distributed to all regular members of the Association with the request to give information on current training facilities.

In connection with the revision of the International Survey of Port Training, etc., it had also appeared to be useful to make a survey on training courses for Port Staff people available in all kinds of educational institutes, universities and colleges. On request of the Chairman the Secretariat General had issued a survey form to a great number of institutes, colleges, etc., asking for available courses and necessary information on those courses.

The committee expressed its satisfaction with the survey. However, the Chairman was asked to distribute to the present Committee Members the list of universities, colleges, etc., so that the Members could comment on it. The Chairman said he would appreciate any comments on the list.

Mr. Bayada suggested that some kind of bibliography of available new literature dealing with Port Planning, Port Development and Port Operation, etc., should be compiled by IAPH to the benefit of the Members of the Association.

The Committee supported the suggestion of Mr. Bayada and decided to suggest to the Secretariat General that information about new literature within the field should be issued two or three times a year in the Ports and Harbors Magazine.

### **4. Global Port Development Policy**

Mr. Bohdan Nagorski, New York, a member of the Committee, had in a letter to the Chairman referred to an article in the Dock and Harbour Authority Magazine of October, 1977 on Global Port Development Policy. A Copy of the article had earlier been distributed to the Committee. In his letter Mr. Nagorski mentioned that if the ideas were found to be of value, it would perhaps be advisable to select one main shipping route for a test. For the test an ad hoc committee could be formed by shipping lines, main cargo interests and representatives of Port Administrations on both ends of the chain of transport under the umbrella of IAPH.

The ideas of Mr. Nagorski were thoroughly discussed by the Committee. It was remarked that the ideas expressed in the article were very interesting and had given reason for several discussions. However, it was observed that port planning to a very great extent is a matter of co-operation between the Port Authority and the customers: shipping companies, shippers, etc. There was really no port planning going on in isolation, although it was agreed that there

certainly should be more extensive contacts between ports.

It seemed to be very difficult, therefore, to form the planning of the future port operations along the ideas expressed in the article. But it was also stressed that still more co-operation in the future between the world's ports should be of great value—indeed essential.

(It should be recorded here that in a following meeting of IAPH Executive Committee it was proposed to publish Mr. Nagorski's paper in Ports and Harbors and simultaneously with publishing of these minutes.)

### **5. Port Congestion Inquiry**

During 1976 and 1977 the Committee had carried out an inquiry on port congestion. The results of the inquiry were published in the Ports and Harbors Magazine. Before the committee meeting in Mombasa, the Chairman had distributed to the Committee Members a paper containing some points concerning the inquiry. The matter was discussed and the committee concluded that the port congestion problem was now under control and subject to remedial action. Thus, it should not at the moment be necessary for IAPH to take any further action.

### **6. Collaboration with P.I.A.N.C.**

In a letter to the Chairman of January 26th, 1978 the Secretary General had reported on a suggestion from the Permanent International Association of Navigational Congresses (P.I.A.N.C.) on establishing collaboration between the two organisations, to include among other things port development. In his reply to the Secretary General, the Chairman had said on behalf of the Special Committee on International Port Development that it would be useful to co-operate with P.I.A.N.C. in finding and elaborating new ideas in the work for International Port Development. Thus it should be useful and appreciated if P.I.A.N.C. could produce suggestions on how, within the existing narrow financial limits, to assist developing ports.

After discussion the Committee stated that co-operation between the two organisations already is going on within the port area and that the Committee was looking forward to continue this co-operation.

### **7. Financing of Port Projects in Developing Countries etc.**

According to the Terms of Reference of the Committee, the Chairman had some correspondence with the World Bank in order to see if there could be found any subject for co-operation.

In a letter of December 30th, 1977, which had been distributed to the Committee Members, Mr. A.G. Carmichael of the World Bank had mentioned several interesting idea. One matter, which concerns Engineering Preparation for Port Projects raised considerable interest within the Committee. Mr. Carmichael in his letter mentioned that the World Bank now is considering the desirability of appraising and financing projects at a stage of the development later than "preliminary engineering" but in advance of "final engineering". The Committee considered this information to be of greatest importance and that it was essential that the information should be distributed to the Members of the Association.

However, it was also remarked that negotiations with World Bank often take quite a long time. This fact might sometimes cause problems to the Port concerned because of the delays in knowing if and when it would be possible to start construction works.

In this context, it was also mentioned that Mr. Carmichael in his letter said that the World Bank is aware of the "excellent publication" International Survey of Port Training, Advisory Facilities and Requirements. The World Bank now asks if there is a need for a complementary international "Who's Who" of experts for service in the needs of the worlds' ports. The Committee asked the Chairman to inform Mr. Carmichael that such information should be useful and that we looked forward to receiving it from The World Bank. However, it was also stressed that it is always necessary carefully to evaluate who actually is an expert.

## 8. Port planning

In the letter from the World Bank the matter of port planning in integration with that of the port hinterland also had been mentioned.

The Committee realised the necessity of good port planning and also the necessity of doing such planning in close co-operation with other National Authorities planning for transportation needs, such as the Road and Railway Authorities, etc. However, the problem of many developing and small ports was the lack of knowledge of how to perform port planning and also lack of resources. In order to achieve useful port planning consultants could not be relied on for the major contribution, and the best "experts" were in the industry itself. Consequently the Committee expressed the recommendation to developing and small ports to form simple planning units. To start with a planning unit could consist of only one or two people, who have to work solely and continuously with the subject. As there obviously is a limited supply of training facilities in port planning, co-operation between the Members of the Association is necessary. Such co-operation should among other things give information about the basic methods of collecting necessary statistics, of how to evaluate the statistics and to use it as a planning instrument. Also co-operation between developing ports and smaller ports of industrialized countries could be useful, because the problems in the latter ports often seem to be more or less similar to those of the developing ports.

The Committee decided to recommend that the matter of port planning in developing countries should be given more attention by the Secretariat General in order to assist port to establish co-operation.

## 9. Port Simulation Model

Information was delivered on a "Port Simulation Model", which has been evolved by the World Bank and which is said to be proving most helpful in the evaluation of port expansion and improvement projects and to be a useful tool for port planners. The simulation model, i.e. programme tape and users manual, is available from the World Bank on request. As further information the Chairman distributed to the Committee Members copies of "Foreword" and "Preface" of the User's Manual.

It was also remarked that unless—in many cases—ports managed to improve their statistics these models would not be useful, as a lot of parameters would be missing.

## 10. "Appropriate Technology" etc.

In the letter from the World Bank the matter of "Appropriate Technology" had been mentioned. The letter says that we are all too familiar with the problem of

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# COMMUNITY RELATIONS COMMITTEE (April 5, 1978)

J. Bax  
Chairman

We have pleasure in presenting you with an intermediary report on the activities of the Community Relations Committee.

After today's discussions in the committee we came to the following conclusions which alter only slightly the basic pattern set out in the intermediary report.

1. Considered crucial to the promoting of a better understanding of the ports' vital role and therefore improved Community relations was the functioning of the public media. There seems to be insufficient interest in the real importance of the ports. Incidents seem to be singled out as of particular interest to readers. We concluded that a further survey should be made among the member ports on their experience. The result of this survey would be included in the Introductory Chapter of our final report which would be a summary of anyway of our work and its conclusions. Articles II and III will be a rewritten condensation of the views expressed by the Chairman in the article "Ports need action groups" which was published in the February 1977 issue of "Ports and Harbors."

We submit to you the following recommendations:—

- A. We, as an organisation, should activate our reporting on ways directed towards people's involvement in port matters. Such reports could also be distributed to the I.A.P.H. office for condensation and publication in our own monthly. It was felt that we can learn a lot of each other's activities. We also recommend that all ports send copies of their in-house publications to the I.A.P.H. head office.
- B. An international annual Port Week should be instituted which would include an "Open house" to familiarize the public with developments in port operations. Combined efforts would maximize results.
- C. We propose to try the issuing of (a series of) special stamps. We realise this will be a long term project but it would, if materialised, greatly promote the organisation and the ports importance. Meanwhile we would suggest the printing of special stickers to be used on all outgoing mail to promote worldwide the Annual Port Week.
- D. We recommend that individual ports set up educational programmes directed towards the younger generations which shows an inclination to become active members in our community. Use should be made of films, written and visual media.
- E. We propose the institution of a presentation or award, under the umbrella of the I.A.P.H., to the journalist which wrote the best articles or produced the best programme on furthering the relationship between people and ports. The award should be given by the individual port and presented during Ports Week.
- F. We propose that the I.A.P.H. as well as the individual members encourage public and promote bodies to promote historical displays on shipping ports to increase the interest in port matters.

Submitted respectfully, to the Executive Committee for earnest consideration.

# **COMMITTEE ON LEGAL PROTECTION OF NAVIGABLE WATERWAYS (Paper presentation)**

Andre Pages  
Chairman

First may I express my regret that neither I, as Chairman, nor my Vice-Chairman are to be in Mombasa to present this report in person.

Since the Houston Conference my Committee has given preliminary consideration to a variety of issues which, in our view, are of significant importance to port authorities. None of these issues have been resolved to date to the extent that final reports can be submitted for the attention of the Executive Committee. It is anticipated however that papers will be available for circulation to participants at the Eleventh Conference well before their arrival at Le Havre.

I think that it is relevant for me to make a plea at this point, that when the Executive Committee is considering the final programme of the Le Havre Conference it should provide both the opportunity and facilities for discussion of these papers by interested participants.

On-going matters to which reference can be made include:—

- Protection of Ports against Sabotage and Terrorism
- Draft Articles of Proposed Protocol Extending the International Convention on Civil Liability for Oil Pollution Damage 1969
- The legal implications of a Systematic Approach to the Operational Control of Seaport Traffic
- Uniform Rules on the Warehousing Contract
- Aspects of IMCO's Work Programme
- Joint action with the Special Committee on Large Ships

Discussion papers relating to these matters are the outcome of detailed consideration given to them by members of my Committee on a regional basis in the first instance and, by arrangement, inter-regionally at a meeting of the Committee to be held in May this year.

The Executive Committee will also recall that detailed summaries of current IMCO activities have been prepared for circulation by the Vice-Chairman of my Committee in his capacity as the Liaison Officer for IAPH with IMCO.

The attention of the Executive Committee is drawn to these summaries, in particular because they have invariably included references to work and matters which IAPH, as a body, should be commending to its members for action either as a matter of urgency or on a longer term basis.

When considering matters for possible discussion by my Committee I am very conscious of the number on which the danger of over-lapping with other IAPH Standing and Special Committee may arise; or indeed which may be the subject of inaction because we as Chairman of these Committees might think that the responsibility for taking action lies elsewhere than with ourselves.

I think it necessary therefore to invite the Executive Committee to bear in mind the need to ensure an effective co-ordination of the work of the Standing and Special Committees. In this way we can be assured that a coherent and credible IAPH Action Plan can best be evolved and in the course of time, implemented.

I may add, and as the Executive Committee may already be aware, that I am already liaising with my colleague Mr. Frank Dixon, Chairman of COLS, on matters which I consider to be of mutual interest to our respective Committees.

# **COMMITTEE ON TRADE FACILITATION (Paper presentation)**

Robert L.M. Vleugels  
Chairman

1. When having the pleasure to report on the procedures of the Committee I have first of all to apologize for the seemingly non activity of myself in the matter of "Trade Facilitation". Some home-work had to be done.

Indeed I must humbly confess that I had to find out my way in the large domain which is or could be covered by that title.

2. Even if the General Assembly of IAPH when approving the establishment of the Special Committee delimited its field of action, the latter remains quite large and subject to interpretation.

The scope of activities has been determined as follows:

- To take an active part in promoting the simplification of port related trade documentation and procedures to improve port efficiency.
- To gather the knowledge and suggestions from I.A.P.H members in the field.
- To spread the information on progress made among the membership of I.A.P.H."

3. I like to pay a tribute to Mr. Sven Ullman, General Manager of the Port of Gothenburg and Liaison Officer of I.A.P.H. with UNCTAD for the proposal he made by his letter of February, 28, 1977, to the Executive Committee on this subject. I understand that this proposal was at the origin of the establishment of the Special Committee.

- 3.1. He rightly states that "the difficulties connected to a solution of the international trade documentation problems are great and will be hard to overcome. The construction of a simple and useful documentation system—acceptable to anybody—will demand many years of heavy work, which also claims the participation to as many international bodies as possible".

- 3.2. In fine he suggests that the terms of reference of a Special Committee could be as follows (I summarize them):

- To influence actively countries to set up national trade facilitation committees and to take an active part in their efforts.
- To take an active part in exchange and analysis of experiences concerning Electronic Data Processing (EDP) within the ports and try to attain—in the long run—a system of uniform EDP port documentation.
- To have I.A.P.H. represented in the international organizations working within the field or at least secure the cooperation of I.A.P.H. with them.

- 3.3. This definition of the role of I.A.P.H. and of its

Special Committee is mostly the same as the one which is mentioned sub.2 as the scope put forward by our Association.

- 3.3.1. All of us will agree that indeed the port authorities have to promote and foster the establishment of national trade facilitation committees.
- 3.3.2. The application of Electronic Data Processing in ports is a very technical subject, which quite logically is entrusted to specialised technicians belonging to the own staff and/or to engaged study bureaus.

From my own experience I know that such a technology can only put into practice step by step and that in the course of its application a lot of adaptations viz. improvements are to be included into the planned system.

- 3.3.3. It is obvious that I.A.P.H. representations should be active in those international organizations (such as UNCTAD) which are promoting trade facilitation. There are anyhow a few, even several other organizations involved.
4. I am very much indebted to the contribution of Mr. J.A. Raven, Vice President of SITPRO, U.K., and Special Adviser of our Special Committee. He informed me with data and most valuable achievements of SITPRO. I had the opportunity to receive him at Antwerp and to exchange views with him about the task and aims of our Special Committee.

He was so kind to send me a note on "I.A.P.H. and a Possible Trade Facilitation Programme".

I might remind that Mr. J.A. Raven, which is one of the most outstanding experts in the field of worldwide trade facilitation, has presented a remarkable paper at the 10th Conference of IAPH in Houston (April 1977) on "Port Congestion and International Trade Facilitation".

Agreeing upon the contents and tendency of his note I like to make a few comments.

- 4.1. He mentions under N° 5 of his note that initially the attention in international trade facilitation was centred on standardising and aligning main international trade and transport documents on the basis of a United Nations standard format.

That standard format has found application indeed in some internationally used trade documents (e.g. bills of lading) but it is, to the best of my knowledge, not in practice in forms used by port authorities for their "interior" administration.

It could be an aim of our Committee to promote the application of that format.

- 4.2. Under the same paragraph N° 5 he refers to the fact that in the last 10 years more and more automatic data processing and computer-to-computer transmission communication has come into effect.

Several port administrations apply computer techniques within a smaller or wider scope, for their own operational purposes. As a matter of fact other public administrations (such as customs authorities) and many private companies are doing the same.

The computer-to-computer communication is a highly technical and also delicate subject. Many

companies and organisations are not inclined to open part of their data banks to others.

- 4.3. The author remarks under Nos 30 and 31 that dealing with port related trade facilitation problems, it would be wise to break the I.A.P.H. membership down between "landlord" and "management" authorities.

He further suggests some questions to be put forward:

- Which ports are using or planning to use computers for all or any aspects of general cargo, documentation and procedures affecting outside interests?
- It would be valuable to know which ports being faced with chronic problems of port congestion, have got advantage from the application of trade facilitation techniques and to what degree?
- Which are the urgent facilitation priorities in ports with congestion problems? They could be communicated to the many national and international organisations involved in that matter.
- Customs procedures play an important part in the traffic flow. It would be useful to prepare a rapid view of particularly pressing problems set port operators by existing customs procedures as these would be analysed by I.A.P.H. to throw up any general problems for discussion with the Customs Co-operation Council.

- 4.4. In relation to his above mentioned remarks he states under N° 33 that close cooperation with UNCTAD, the World Bank, the Customs Co-operation Council, the International Chamber of Commerce and the Economic Commission for Europe is essential. It is desirable that our Association would participate in the appropriate activities of those and some other bodies.

So far the report of February 6, 1978 of Mr. J.A. Raven.

5. The Secretariat-General of our Association sent me with letter of August 19, 1977 a report from Mr. A.J. Smith of the British Ports Association and Liaison Officer for I.A.P.H. with I.M.C.O.

I like to thank Mr. A.J. Smith for his excellent contribution.

Mr. Smith's remarks and suggestions are pointed to a most essential topic of port related trade facilitation, namely "A Systematic Approach to the Operational Control of Seaport Traffic".

- 5.1. The author claims that "it is no longer enough for seaports to proceed individually in the perpetuation of non-standard procedures" and that "closest consideration be given by port authorities to ways and means of harmonising seaport traffic procedures".

He makes a distinction between the "management of sea traffic" (the movement of vessels) and the "movement of goods". Both are of course functionally linked together.

With regard to the movement of goods many parties concerned (shipowners and agents, port authorities, customs, stevedores, bankers, etc.) "need access to relevant commercial intelligence drawn from data capable of being reduced to

standard formats for dissemination purposes". "At the present time in ports of the world, this much needed commercial intelligence is supplied largely on an ad hoc organisational basis and by informal agreement among a host of disconnected activity groups".

There are exceptions, the author says, "where representative groups have combined at the ship/shore interface, within the port environs, to develop central data processing units to increase the efficiency and effectiveness of their respective organisations and the services which they provide".

In this context he refers to the development of the "KOMPASS" system of Bremen and the TRIM system of the major French ports.

With respect to the movement procedures of ships, he suggests that the port authorities and port users should agree upon a common basic philosophy applicable to traffic management systems. "Such a philosophy should ensure that systems developed for individual ports should be capable of interfacing with those of adjacent ports and, indeed, throughout the international port community".

Finally he recommends the establishment of a Working Group of I.A.P.H. which should assemble "a range of fair, undisputed assumptions of doctrine which can be regarded as reasonable and in the event, agreeable to any administration. Administrations could apply these in to or in part to any schemes or systems which may be required in their respective areas".

- 5.2. For sure the themes which Mr. Smith develops are potential subjects of a Working Group, as he proposes.

We must be aware of the fact however that the degree of difficulties involved is rather high.

If, in theory, it would be relatively easy to work out a standard procedure with respect to arrival and sailing of ships, it become very much more complicated to advise about the technicality and system which should be applied by a port administration, or other parties involved. Furthermore it seems to me "a long way to go" before central data processing units could be practically become effective in the sphere of local, national and international relations.

6. Under the auspices of the Commission of the European Economic Community a Steering Group comprising representatives of several ports met in Brussels (October 20, 1977 and January 20, 1978). The Group agreed to undertake "a study of the use of data processing applications in ports". "The main objective of the study would be to identify the common user requirements which could be jointly explored with a view to defining effective and economic solutions. This will be done by investigating the current and prospective use of Data Processing in E.E.C. ports and related users".

A delegate of the E.E.C. administration, Mr. R.J.L. Russell, being the co-ordinator of the Group, representatives of the U.K., Belgium, France, Germany and the Netherlands have been appointed in order to carry out the investigations and studies.

These relate to areas as "cargo handling" (warehousing,

freight forwarding, dangerous goods, customs, etc.) and "transportation" (ship identification, arrival and departure information, berth allocation, etc.)

The aim of the study is to produce an Applications Inventory and Future Common Developments. This latter part would include, among other topics, the identification of priority common developments.

The Steering Group will seek advice and participation of representative national organisations (e.g. SIMPRO, France, SITPRO, U.K., and the Port Associations of each country (of the E.E.C.) "through which access should be available to the work of suitable international organisations".

The above mentioned program of the E.E.C. Steering Group is summarized on the basis of its terms of reference.

- 6.1. Any remarks to this initiative are few.

At first, it is more than worthwhile to undertake a study like this (in the European context) with a door fully open to worldwide cooperation. For that reason my own port administration has approved to put available two specialists, which participate in the activities of the said Steering Group.

Secondly, it occurs to me that the aims of this Group are quite analogue (if not identical) to the recommendations mentioned resp. in section 3 (Mr. S. Ullman), in section 4 (Mr. J.A. Raven) and in section 5 (Mr. A.J. Smith) of the present report.

7. During the past months I received letters from personalities who expressed their preparedness to cooperate with our Special Committee. Thanking them I like to mention their names.

— June 20th 1977: letter of Mr. S. Ullman, General Manager of the Port of Gothenburg by which he expresses is satisfaction with the establishment of the Special Committee. He will be at disposal for any further questions.

— June 20th 1977: G.W. Altvater, President of I.A.P.H. communicates the letter of June 17th 1977 from Mr. Arthur E. Baylis, Executive Director of the National Committee on International Trade Documentation (New York). Mr. A.E. Baylis accepts to participate as Adviser in the work of the Special Committee. He hopes "that the experiences that we (he) gained through NCTD over the past ten years and our (his) close association in this field of work with the I.C.C. (International Chamber of Commerce), many other international organisations and most of the leading governments will be valuable to us as the IAPH committee's functions are developed". He suggests: "Probably the four I.S. members and I should be getting together in the near future to set up recommendations for future work to be submitted on the agenda of the full committee".

— August 17, 1977: Mr. Arthur E. Baylis informs President G. Altvater, the U.S. members of this Special Committee, the Secretary General of I.A.P.H. and the undersigned of the fact that he will attend several meetings in Europe (where he will be with Mr. Raven, September) and the U.S. (October) and asks for suggestions or guidelines.

I was not able to give them, but had an opportunity to receive Mr. Raven at Antwerp and to



exchange views on the matter.

- August 18th 1977: Mr. James B. Clawson, Asst. Secretary General of the Customs Co-operation Council (Brussels) informed me as follows: "At our Council's recent meeting in Nairobi I presented a brief paper on the need for greater co-ordination among our committees as well as more involvement with other international associations and organisations. The Council approved this course of action and it is my desire to solicit help from other committees such as yours in the current work of the Customs co-operation Council. In addition to the well-known efforts of the Harmonized System Committee, we are currently looking at facilitation related items in our computers working party and in the Permanent Technical Committee".
  - January 23rd 1978: Mr. J.G. Griffith, Director of Marine and Harbors confirms that the Association of Australian Port and Marine Authorities (AAPMA) at its Council Meeting in Adelaide, October 1977, nominated him as the Association representative in the National Committee on International Trade Facilitation. The South Australian Minister of Marine gave him the approval to participate in our Special Committee and to provide us with information that we might feel is required.
8. July 27th 1977: I took up contact with the President of the Belgian Shippers Council, Mr. P. Thoumsin (Brussels), who has been active for years in national and international organisations involved in trade facilitation. Together with him I had talks in October 1977 with the President of SIPROCOM (the Belgian trade facilitation organisation), Mr. R. Venneman who is also deputy Director General of the "Service Belge du Commerce Extérieur" (national service for foreign trade). From their experience I obtained valuable advice on some aspects of port related documentary matter.

As essential conclusions I noted that in order to get to practical results:

- priorities have to be outlined
- with respect to procedures and basic master documents
- which can internationally be implemented.

9. General remarks.

Before I come to conclusions and recommendations I like to make some general remarks.

Because this Special Committee has to achieve an effective and practical task to the benefit of the members of our I.A.P.H. the scope of its activities has to be determined precisely.

Many national and international organisations are already active in the very wide field of trade facilitation in the broadest sense. Results have been obtained, too many and too diversified indeed to relate in the present report.

We are dealing here with a highly technical and detailed matter which calls for the assistance of specialists. Their knowledge and advice is even more needed when the application of computerized techniques and data transmission come into the picture.

Our Committee should certainly not take over the role and task of the above mentioned organisations.

Neither should our committee try to fulfill the job of experts in the technicality of documentation and computerisation.

To my opinion this Committee has to start up its practical task in a "simplified" way. That means that the scope of its initial activities should be as limited as possible, taking into account, of course, the priorities which the membership would indicate. The utmost should then be done to get to real results.

- 9.1. One such practical task, which I believe would be of interest to all ports, is to determine a possible "IAPH code of standard practice for ships", concerning their arrival and departure.
- 9.2. Such a code of practice (compare with the airport procedures) should be as simple—that means logical, effective and understandable to everyone—as possible.

If IAPH could bring forward such standard practice, applied all over the world, it would be a great achievement with respect to an "essential" port related trade facilitation. Manual automatic, computerised systems might come into the picture.

Once a standard procedure is at hand, all data resulting from less or more "sophisticated" systems could be exchanged between ports.

- 9.3. I therefore propose to the members of this Special Committee to start of our practical activity by trying to develop by priority the said "code of practice".

10. CONCLUSIONS.

After agreement has been obtained from its members this Special Committee would publish in "Ports and Harbors" a questionnaire, a project of which is in annex.

The aim of the inquiry is explained in the introduction of the questionnaire. It tends to the following goals.

- 10.1. We would like to know on which subjects of Trade Facilitation our membership would like to get information. Our Committee would then try to guide the individual member to the source of such information. We are confident that thanks to cooperation of UNCTAD and of national Trade Facilitation Committees effective help could be given.
- 10.2. We would gather information on the committees which are active in that field and spread it over the readership of "Ports and Harbors". Regularly short articles on the subject would be sent in for publication.
- 10.3. Finally we will try to develop a standard procedure for ships calling at/sailing from ports, as described above.
- 10.4. I herewith submit these proposals to the judgment of the members of this Special Committee and look forward to their remarks.

March 1978

**TRADE FACILITATION COMMITTEE**

**Questionnaire**

This questionnaire is designed to

- (A) Identify main interests of IAPH members in facilitation so as to guide the Committee and headquarters in securing appropriate information on regular basis from specialist sources.
- (B) Give the Committee and headquarters an initial view of facilitation activities of ports at present time.
- (C) Identify main computer uses in ports and assess likely

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# San Francisco Bay Regional Port Planning— An Experiment in Coastal Zone Management

by Stanley R. Euston<sup>1)</sup>  
and Jack Knecht

## I. Introduction

The Coastal Zone Management Act of 1972 has focused Federal and state actions on the goal of effective conservation and use of coastal resources. State coastal management programs are currently being developed in response to this legislation. Port and maritime uses of shoreline areas are obviously an important element in any coastal zone program. More specifically, in the context of coastal zone management, port development presents a series of issues:

- What are the most suitable sites for receipt and handling of international and domestic waterborne cargo, particularly energy-related cargoes?

<sup>1)</sup> Mr. Euston is the Chief Planner for the San Francisco Bay Conservation and Development Commission, and Mr. Jack Knecht is the Port Development Representative for the Maritime



Messrs. Stanley R. Euston and Jack Knecht

Administration, Western Region, U.S. Department of Commerce. The views presented in this paper are those of the authors and do not necessarily represent official policy or views of their respective agencies.

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support for practical work by the Committee on a standard optional code of practice for ships operations/procedures in port management.

The questions mentioned in the following paragraphs may be answered with "yes" or "no". If you would like to make comments or suggestions, please inform us by separate notes.

### (A) Identification of main facilitation interests.

Which of the following subjects would be of particular interest of you in respect of the regular provision of information?

- (1) General international trade facilitation developments .....
- (2) International trade facilitation developments in your own country .....
- (3) Rationalisation of port procedures and documentation for general cargo .....
- (4) Hazardous goods documentation and procedures affecting ports .....
- (5) Use of standard shipping port notes to derive movement of general cargo exports through ports .....
- (6) Data processing applications to general cargo port procedures .....
- (7) Data interchange standards for computer to computer communication in implementing port procedures for general cargo .....
- (8) Standards for cargo marking.

### (B)

- (1) Are you aware of an international trade facilitation organization in your country? .....
- (2) If so are you and/or other ports represented on it and regularly informed of its work? .....

- (3) Do you have arrangements for regular consultation with a "port users" committee? .....
- (4) If so, does this committee include .....
- Shippers .....
- Forwarders .....
- Shipowners (Seaway) .....
- Shipowners (Inland Waterways) .....
- Rail carriers .....
- Road carriers .....
- Customs .....
- Port related enterprises (e.g. cargo handling enterprises) .....

- (5) Do you use standard documents aligned to the U.N. (UNCTAD, Geneva) layout key .....

### (C) Possible IAPH standard code of practice for ships' operations/procedures in port management.

- (1) Please describe briefly the model of practice in your port with respect to arrival, berthing and departure of ships. ....

Data which come into this picture are: ship identification, ship position recording, expected time of arrival, berth allocation, auxiliary services (pilotage, tugs), traffic control (of approach, berthing, departure), passage data, special requirements, etc.

- (2) How are the communications between the ship and authorities or parties involved secured (telephone, telex, VHF-radio, tele-datatransmission) .....
- (3) How are these data processed in your administration. Is any use made of computers? .....
- Have you projects for improvement? .....
- (4) Have you any suggestions concerning specific techniques or forms of organisation which would lead to "simplification" or improvement of the system which is known to you? .....
- (5) Could you propose an "ideal" scheme which would serve as a base to an IAPH standard code of practice? .....

- Are existing port activities and proposed future port development compatible with adjacent land uses?
- Should underutilized marine terminal facilities be converted to long-term non-maritime uses?
- Large capital outlays are required to build and maintain modern marine terminal facilities. Port facility funding requirements have placed some public ports in unstable financial situations. What means should be used to finance future port development?
- How can environmental values be maintained and enhanced without disrupting future port growth?
- Are certain adverse environmental impacts of port development acceptable given specified beneficial economic impacts?
- How can coastal zone management programs ensure the development of needed, economically efficient and environmentally responsive port facilities, given the variety of competing uses for scarce waterfront property?
- How can a regional port development plan be implemented most effectively and efficiently? How should the public be involved in the planning process and plan implementation?

## II. Comprehensive Regional Approach to Seaport Planning

In terms of coastal zone management, seaport planning involves a comprehensive regional planning approach to waterfront marine terminal development in contrast to individual port facility master planning. The latter has been traditionally utilized in most planning activities undertaken by the U.S. port industry. Generally, such planning has taken place in a closed environment, independent of similar activities of other ports, with a minimum of public involvement. Regional seaport planning, on the other hand, matches regional port needs with regional cargo handling capacity, puts port development into perspective as part of the general coastal land allocation process, and encourages citizen involvement. This process has a number of potential benefits:

- Ensures the rational and orderly development of needed port facilities, given the variety of land use demands exerted on scarce and finite coastal and estuarine shoreline resources.
- Emphasizes the importance of ports and marine terminals as a priority use of shoreline resources, and as such, gives proper perspective to port development relative to other potential shoreline uses in terms of coastal zone management.
- Reserves for future port development those shoreline sites most suitable for port use.
- Provides compatibility of port land use with neighboring land uses.
- Provides predictability to the port industry about what sites and what port development projects are the most acceptable to regulatory agencies, and what sites are least acceptable.
- Assists in maintaining the economic viability of defined port regions.
- Provides a means to maintain or enhance the environmental quality of defined port regions, while at the same time allowing for necessary port development to occur.
- Provides for increased public awareness of and involvement in planning for future uses of shoreline resources.

Comprehensive regional seaport planning does not preclude the need for individual ports preparing detailed, facility-oriented master plans. The comprehensive approach does prescribe that such plans be coordinated regionally, and that they be based on guidelines that are part of a more general regional port plan.

## III. The San Francisco Bay Area Experience

San Francisco Bay has been a center of shipping activity for well over one-hundred years, and has continued to remain prominent among world port regions. Ports occupying San Francisco Bay shoreline sites (Encinal Terminals, Port of Benicia, Port of Oakland, Port of Redwood City, Port of Richmond, and Port of San Francisco) are important contributors to local, regional, state and national economies and are a major use of the Bay shoreline. As in any viable port region, projected increases in waterborne commerce create demands for expanded marine terminal cargo handling capacity.

Within San Francisco Bay, ports compete with a variety of other potential users for Bay shoreline resources. As a result, the Metropolitan Transportation Commission (MTC)<sup>2/</sup> and the San Francisco Bay Conservation and Development Commission (BCDC)<sup>3/</sup> are involved in a regional port planning project directed at preserving San Francisco Bay shoreline areas most suitable for future port development. This planning effort is based on the assumption that the legislative directives of both MTC and BCDC provide the beginnings of an institutional mechanism necessary to accomplish this objective. Both MTC and BCDC desire to (1) reserve enough suitable shoreline sites to serve long-term regional port needs, thus helping to protect the long-term economic base of the region; and (2) to protect existing shoreline sites suitable for future port development, thus reducing the requirements for Bay fill to satisfy long-term port needs.

<sup>2/</sup> The Metropolitan Transportation Commission is a statutorily created regional transportation planning agency for the nine county San Francisco Bay Area.

<sup>3/</sup> BCDC predates both the national Coastal Zone Act of 1972 and the California Coastal Commission. BCDC has been designated the coastal management agency for San Francisco Bay, and the "San Francisco Bay Plan" and attachments have been certified by the Office of Coastal Zone Management, National Oceanographic and Atmospheric Administration as the coastal zone management plan for San Francisco Bay.

The MTC interest in regional port planning emanates from legislation requiring that a maritime element be incorporated into the MTC Regional Transportation Plan. Further, MTC needs to be able to evaluate proposed marine terminal development and operations as to their impact on the regional land transportation system. If public grants are to be used for San Francisco Bay port development, MTC also must review these grant applications for compatibility with the Regional Transportation Plan.

The McAteer-Petris Act endows the San Francisco Bay Conservation and Development Commission with regulatory powers over all Bay fill and dredging as well as jurisdiction over development within a 100-foot shoreline band. Thus, virtually all port development projects must be approved by BCDC. Projects must be consistent with the provisions of the McAteer-Petris Act, as well as the San Francisco Bay Plan which has been adopted by BCDC.

In August 1976, MTC, with assistance from BCDC, initiated a three-phase regional port planning project. A Seaport Policy Committee, consisting of representatives of

ports and State and Federal agencies, oversaw preparation of Phase I of the Seaport project, which was completed in October 1977, and includes the following:

1. An inventory of all publicly utilized, San Francisco Bay marine terminal facilities.
2. Estimates of the cargo handling capacity of all existing and planned publicly utilized marine terminal facilities in San Francisco Bay.
3. Waterborne commerce forecasts for San Francisco Bay for 1980, 1990, and 2000.
4. An inventory of San Francisco Bay shoreline sites having potential for marine terminal use.

The products of Phase I are informational in nature and are intended to be used in follow-on phases, and in preparation of a regional port plan. The supply/demand relationship (marine terminal capacity estimates and waterborne commerce projections) were compiled through an analysis of similar work already completed (Marad/Northern California Ports and Terminals Bureau (NORCAL)<sup>4/</sup> study and U.S. Army Corps of Engineers "San Francisco Bay Area In-Depth Study"), and as such did not require a large amount of new work.

<sup>4/</sup> The Northern California Ports and Terminals Bureau (NORCAL) is a voluntary association of San Francisco Bay Area ports originally constituted in the 1950's as a rate-making bureau, and recently reconstituted largely because of the increasing interest on the part of regional and State government in port development in the San Francisco Bay Area.

In April 1978, BCDC and MTC entered into a more formal agreement for joint seaport planning, and reorganized the Seaport Policy Committee to advise the two Commissions on a Regional Seaport Plan.

Phase two of the project is now underway and consists of identification of San Francisco Bay shoreline areas which are feasible for future marine terminal use; assessment of regional and port-specific impacts of marine terminal development at these sites; analysis of petroleum handling facilities and other proprietary marine terminal facilities; analysis of factors affecting future port needs, including efficiency of port facility operations and new technological possibilities; and development of project review criteria. The last phase of the project will include development of a regional port plan by synthesizing the above factors, including demand for marine terminal facilities and suitability of alternative port sites. It is intended that a maritime element of the MTC Regional Transportation Plan and revisions to the BCDC San Francisco Bay Plan will result from this final phase.

The final shape of the regional seaport plan has yet to be delineated. But some tentative ideas on its form and substance can be discerned. First, there is basic understanding by both BCDC and MTC that the regional port plan needs to be useful to the decision processes of the two agencies. This means that (1) it must assist BCDC in reviewing permit applications for Bay fill for port uses, and (2) it must assist MTC in reviewing applications for public funding of transportation projects. To MTC and BCDC, the issue is not one of whether or not ports should expand, but rather a question of proper justification for any specific expansion proposal, and of minimizing the adverse impacts of this expansion.

At most, there has been scattered discussion about ways to implement a regional seaport plan. This raises possibly the most important issue regarding regional seaport planning: Without a single regional port agency, how will a

regional plan be carried out? Or put another way: How can the individual ports of San Francisco Bay cooperate with one another in the sense of implementing a regional port plan, one which may change the traditional competitive positions of the ports?

The issue of creating a unified regional port authority for planning and/or management will undoubtedly be raised. But it seems clear at this time that the regional seaport plan will not be premised on major institutional changes, but rather on incremental changes to port planning and operations which allow for increased cooperation among the ports. A major part of plan implementation will be accomplished through the BCDC permit process, and through MTC's role as reviewer of applications for public funding of transportation projects. The project review criteria are therefore an essential aspect of the plan, one that will likely determine the effectiveness of the entire planning effort.

#### IV. Conclusions and Observations

It is clear from reviewing the history of port planning in the Bay Area that what may be termed the institutional environment of the ports—their modes of operation, their organizational structures, their relationships with local government, their relationships with other governmental bodies interested in port development and operations, their view of their missions—involves a complex set of variables that are crucial to both the development and implementation of a regional port plan. Ports now operate competitively within a given region. Most general cargo terminals are leased to shipping lines, or stevedoring companies who, in turn, operate these facilities to maximize their corporate objectives. Port commissions operate largely independently of local government policy making. Maritime operations are subsidized in various degrees and by various means (e.g. commercial property rents, Federal dredging projects, Federal economic development grants, Federal operating and construction subsidies to U.S. flag shipping lines). As a result, the current institutional environment encourages a fragmentation in seaport planning, results in priority attention being given to the fiscal balance of each individual port, and in individual port marine terminal operations that do not necessarily induce efficiency in the regional port system as a whole.

Certainly there remain many unresolved problems in conceptualizing a regional port plan, and in determining how to implement such a plan. For instance, determining if there is a need for having "excess" marine terminal capacity in a regional port system involves difficult systems analysis problems. Yet even if such seemingly technical problems can be solved, if a clear prescription comes forth for achieving greater efficiency in the regional port system, the achievement of that goal, under the present institutional arrangements, would be difficult.

An uncoordinated regional port system can result in redundancies and inefficiencies. It seems apparent that economic efficiency advantages associated with the free market resource allocation process cannot be ascribed to intra-regional port competition. Subsidies to maritime operation result in an imperfect allocation of shoreline resources to port use, as do other market imperfections. Coastal zone planning and management and regional port planning are attempts to realize a more economically efficient allocation of shoreline resources to port use than

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# The Growth Crisis—Where Is Our Port Going?

by James H. McJunkin  
General Manager of the Port of Long Beach  
before the Maritime and Harbor Affairs Committee  
on "The Princess Louise" April 18, 1978

Ladies and Gentlemen:

Webster's Dictionary defines GROWTH as, "To increase in size, quantity, or degree, in some specified manner."

The growth of the Port of Long Beach is directly related to the economic framework which fosters and supports the maritime industry. Our Port represents one of the State's primary, coastal dependent economic resources. Our Port has always been, and currently is, instrumental in facilitating commerce involving trade and commodities throughout an extensive market area which benefits the economics of the City of Long Beach, the County of Los Angeles, the Southern California region, the State of California, the nation, and many international markets.

The growth of the Port of Long Beach is also contingent upon the State of California's environmental controls and the State's permit seeking process.

To give you a better understanding of where our Port is going, I would like to give you our overview of our market potential,—discuss the major problem facing our Port,—and focus on the growth of the Port of Long Beach.

Locally—the Port of Long Beach handled over 32 million tons of cargo during the fiscal year ending last June. Since 1969 our Port tonnage has increased 47%. By the year 2000 we anticipate our cargo to increase 350%.

Ladies and gentlemen, our Port has always reflected the best interests of the community as defined by a majority of citizenry; and the way our Port is constituted, there is no other role we can play. However, today we are confronted with a serious problem.

For all practical purposes, our Harbor District has run

out of undeveloped land. Our Port today is operating at **CAPACITY** and we must create new facilities to meet our projected needs. Because we are confronted with numerous environmental restrictions which have curtailed any land expansion, we have now entered a phase of redeveloping and revitalizing those areas within our harbor which have become technologically and functionally out of date, or obsolete. Part of the problem, it seems to me, is that our environmental critics want to apply today's development criteria to projects which we built 20, 30 and even 40 years ago.

I would like to illustrate to you a recent example of a modernization of our Port which has been threatened by State governmental restrictions. The case-in-point is our proposed Kerr-McGee Company bulkloading modernization on Pier D. Kerr-McGee plans to bring in trains loaded with potash from its facility in Trona. The Pier D facility is projected to handle about 50,000 tons per week of potash and other clean white chemicals. Construction on this project could average 200 new jobs through 1978.

The State of California Air Resources Board is contending that the trains and ships hauling chemicals to and from the modernized terminal would be a part of that project. Therefore, Kerr-McGee would have to find tradeoffs for the emissions from trains and ships, and vapors generated by refueling the ships.

If the Air Resources Board is successful in its interpretation of these standards, then it may well kill the modernization of the Kerr-McGee project which in **Fact Would** produce **Less** pollution than the present near-obsolete loader. Furthermore, if these same rules are applied to **Any Other** industrial or commercial plant in the state which is planning to modernize, it may well kill those plans also.

The Port's position in this case is that the ARB is attempting to apply emission standards to trains and ships,

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would occur if port development were allowed to take place unconstrained.

Inefficiencies in a regional port system can be significant in at least three ways. First, fixed port investments are very large, sometimes the largest single local public investment. The fiscal price of overbuilding, of producing unneeded capacity, can therefore be significant. Second, port expansion often involves destruction of the marine environment, often the most valuable biological habitat in a region (as it certainly is in San Francisco Bay). Destruction of this habitat can critically affect the regional environment. Third, since the port industry is basic to the regional, state and national economies, inefficiency in this sector can have substantial adverse effects on the economy over the long run.

In toto, it would appear to be good public policy to introduce more cooperation and coordination into regional port systems. Yet, the experience to date with the MTC/BCDC regional port planning project indicates that even when it is arguably in the interest of one or more ports of a region to support greater regional oversight in port systems planning, the ports generally remain as a block in voicing strong reservations about regional port planning.

Nevertheless, San Francisco Bay ports are probably more regionally oriented now than ever before. The recent reactivation of NORCAL is an example of regional cooperation and coordination, as is the joint Marad/NORCAL study. Also, the six publicly utilized San Francisco Bay ports have actively participated in the activities of the MTC/BCDC planning project.

The change in the structure of the U.S. port industry resulting from containerization has also encouraged a greater degree of cooperation among San Francisco Bay ports. Large "load-center" container ports have developed in three West Coast regions with Los Angeles/Long Beach, Puget Sound and San Francisco region container ports competing with each other for larger shares of the same cargoes. This intensified inter-regional competition is partially responsible for Bay Area ports developing a more coordinated approach to Bay Area port promotion than has existed in prior years.

The MTC/BCDC San Francisco Bay Area regional port planning project is an experiment in midstream. It remains to be seen whether an effective regional port plan can be developed and implemented. However, it is hoped that the best interests of the region will be identified and served in this process.



which in the past have been considered moving, not stationary, sources of pollution and therefore not subject to State control—and we plan to pursue this vigorously!

Needless to say, our problem of not being able to grow will affect the economy in which we live. And, in an effort to rectify this problem, I testified before the California Commission for Economic Development last December. The thrust of my message to that Committee was that State regulatory red tape represents a greater impediment to port development and modernization than does the lack of financial resources. Financing is not a problem for our Port. However, the regulatory restrictions have become so enormous that it is virtually impossible to respond to our Port customer's needs and demands.

In an effort to keep our Port competitive in California, I have urged our legislators to eliminate the various State taxes, including the inventory tax, unitary tax, and personal property tax on cargo containers, which tend to divert our share of cargo to other states; and to create business development incentives and trade development programs in California, as is done in other states, and continue to "streamline their permit system" as it affects ports.

However, in spite of the regulatory red tape and environmental issue which have created enormous delays and are extremely costly, we are proceeding with an aggressive marketing program. For example, we are currently studying the possibility of establishing a Foreign Trade Zone which could increase employment in the local area.

Last year we authorized the Foreign Trade Zone feasibility study which was prepared by the Bureau of Business Services and Research at Car-State University, Long Beach. The study included over 2000 Southern California firms which are engaged in international business. Over half of those businesses who responded indicated interest in the Foreign Trade Zone and its operation; and we are looking at this study with considerable interest.

Additionally, as many of you are aware, we have been working for the past 3 years on the three-berth Sohio oil terminal, which would deliver Alaskan North Slope crude to energy starved mid-America. So far, we have expended about 4 million dollars on environmental impact reports and still we have not begun construction!!

Environmental controls are very expensive. Are you aware that in 1976—out of every \$100 that you spent for all kinds of goods and services, \$2.03 went into pollution abatement and control, and an additional \$1.57 went towards environmental studies related to the pollution abatement?

The Port's portion of the Sohio construction costs will be around \$75 million. That figure is 23 times higher than the cost of the three berths built in our harbor for Arco and Texaco during the previous decade.

The construction of the Sohio terminal would create 3,100 construction jobs, with a two-year payroll of at least \$60 million. Estimated Sohio expenditures, including land and construction materials, will exceed \$92 million. On the operation side of the ledger there will be 754 new jobs—323 on tankers, 109 at the marine terminals, 25 on the pipeline, and indirect employment of 297. Payroll for these jobs will be \$10.4 million.

We are also looking to expand seaward in conjunction with the Sohio project, creating a land area south of Pier J, and increasing the cargo capacity of our container complex, already one of the largest in the United States.

Another project, which is already under construction, is

the modernization of our Pier C "Omni-Terminal." This pier will have facilities for both containers and roll on/roll off ships, as well as break-bulk, and will be operational this summer.

In response to electric generating plants needed in Japan and other Far East countries, coal from Montana, Colorado and Wyoming will be exported from our Port in the very near future, and we are forecasting 5 million tons by 1980. As illustrated in the rendering—we plan to provide facilities for the export of this coal.

When we combine the Sohio, Kerr-McGee, Pier C modification, and coal terminal, we are estimating 500 million dollars for construction within the Port of Long Beach, which will generate 6,000 construction jobs for more than two years!

At this point I would like to discuss some trends in shipping and the potential impact on our harbor.

As many of you may be aware, the size of cargo ships is ever increasing. It is anticipated that even with the increase in size, our Port will continue to have more and larger ships, making this their West Coast origin or destination. The length of occupancy at berth by each ship can be expected to increase, in some cases, since the larger ships require longer time to transfer cargoes.

Not all of our Port's backlands are equipped to handle the increased cargo tonnage from these larger vessels. As a consequence, the Port is planning projects which will enable us to grow and better handle increased volumes of cargo. This is especially true for container operations.

Our Port is presently proposing to modify 43.5 acres of our southeast Harbor District Backland area to accommodate existing container operations. This project has been planned and designed to minimize environmental impacts; maximize existing container operations and provide some flexibility for short term—5 to 10 year expansion.

At present our container cargo totals approximate 6.6 million tons for fiscal year 76-77, or 20% of our total tonnage. Recent analyses have determined that with larger vessels calling at our Port, our containerized cargo could increase by 47% within 5 years.

In addition to larger ships, the types of ships are changing. As new types of vessels start calling at Long Beach, the Port will accommodate them at existing terminals (e.g., dry bulk carriers) or modify wharves (e.g., ro-ro vessels) or build new terminals to accommodate them (e.g., deep-draft tankers).

Ship design changes are partially in response to cargo commodity requirements. In the dry bulk cargo sector, grain demand is increasing; and, in response, the Port's grain terminal handling capacity was recently expanded. The quantities of other dry cargoes have fluctuated depending on market demand. Movements of liquid cargo, primarily petroleum products, have been increasing in recent years; and the Port of Long Beach is planning several new marine terminals. General break-bulk cargo demand has declined, while the demand for container facilities has risen. When practicable, under-utilized break-bulk terminals will be replaced with container facilities, as is being done on Pier C. Some of the Port's breakbulk demands have been quite stable, such as for fruit and lumber. Therefore, these operations are expected to continue in the Port.

Over the years, our Port has proven to be successful in a very competitive business, and this benefits all the communities in the area. As a matter of fact, a recent study

**(Continued on next page bottom)**

# PSA's \$600 Million Capital Expenditure for Next Five Years

**Port of Singapore Authority**  
**28 April 1978**

The PSA has earmarked a total capital outlay of nearly \$600 million towards the expansion and improvement of its facilities over the next five years to meet the projected demand on its facilities and services as well as to further consolidate and enhance its position as a major world port.

Together with other capital and renewal projects to improve port facilities and services, the implementation of the elaborate development and improvement programme for the years 1978 to 1982, would involve an estimated total of \$589.7 million. All these projects are mainly financed by ploughing back its annual operating surplus. The average net annual surplus over the last five years was \$88 million. According to estimates of the projected \$589.7 million capital outlay, \$373.8 million has been earmarked for major port development; \$40.7 million for port enhancement projects and \$115.3 million for improvement projects. Some \$15 million have also been set aside for staff welfare while miscellaneous and contingencies expenditure is estimated at \$44.9 million.

Among the port development projects for the coming years, expansion and improvement of the Container Terminal would be given major emphasis. The Container Terminal is being progressively developed and expanded to meet the anticipated growth in the container traffic which has jumped by over 250% in 1977 compared to 1973, the first full year of operation after the inception of the Terminal. Containerized cargo has also increased from 1.4 million tonnes in 1973 to 4.9 million tonnes last year.

The pattern of Singapore's international shipping has changed over the past few years and Container traffic has made firm inroads into conventional shipping. Container

traffic is likely to grow at the rate of 25% per annum at the expense of conventional cargo and is forecasted to reach about 15 million tonnes by 1982 with the Container Terminal handling some 1.1 mil Containers (TEUs) per annum.

It is estimated that some \$200 million will be incurred to provide additional container berths and other terminal facilities. This would include the provision of the fifth container berth already under construction, a second feeder berth, the conversion of three conventional berths at Keppel Wharves into container berths and the development of the Inland Container Depot.

Some \$86 million has been provided for the second phase development of Pasir Panjang Wharves which was planned at a time when response to the new facilities was still uncertain. However, in the light of the growing importance of Pasir Panjang as the new regional trade centre, the PSA decided to invest this amount for the provision of additional deep-water and coastal wharves and sheds in the next five years. With conventional shipping becoming more economical and confined to the coastal trade, there are already some indications of ocean-going vessels being diverted to regional runs, and Pasir Panjang would become more and more appropriate for this trade.

The PSA has also set aside nearly \$86 million for alienation of land foreshores, construction of an Air Cargo Terminal at Changi Airport for Changi International Airport Services Pte Ltd (CIAS), a subsidiary of PSA. It also includes the completion of Tanjong Pagar Complex and the reclamation of the northern foreshores of Sentosa for Sentosa Development Corporation (SDC).

The expenditure under port enhancement projects would be incurred for the development of the World Trade

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**PSA's Annual Cash Flow (1978 - 1982)**

in million \$

Item \ Year	1978	1979	1980	1981	1982	Total
Major Port Development	94.6	68.7	73.0	66.4	71.1	373.8
Port Improvement	40.8	38.0	28.7	7.8	—	115.3
Port Enhancement	36.7	3.5	0.5	—	—	40.7
Miscellaneous	19.5	10.0	6.4	14.0	10.0	59.9
Total	191.6	120.2	108.6	88.2	81.1	589.7

**(Continued from page 35)**

which focused upon the Joint Harbors Economic Study revealed the fact that waterborne commerce related to employment of nearly 219,000 jobs, which represented 5.3% of the total employment in the five-county direct-market area, which includes Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. The wages and salaries of those employed represented 7.6% of the total wages and salaries paid within the study area.

In summary, I can say to you, the Port of Long Beach is confronted with a growth crisis. In order to grow and stay competitive, our Port is in desperate need of reducing the

regulatory red tape which has stymied the revitalization and modernization of our facilities. The Port of Long Beach, however, does support environmental regulations which are reasonable, understandable, and technologically sound. We also support the regulatory processes that strive to build projects which are both economically and environmentally sound. Thus, we ask for your continued support in assisting us to streamline the numerous ecological considerations our Port is confronted with; and in return, we will be able to accommodate the commerce needs of the 13 million residents in the Southern California Basin.

# Vessel movements are on TV

Houston, Texas, April, 1978 ("Port of Houston Magazine"-by Middy Randerson):—All phases of the U.S. Coast Guard's Houston-Galveston Area Vessel Traffic System now are in operation.

According to Commander E. Schneider, Commanding Officer of the System, the "good cooperation from all concerned, industry, pilots and towboat operators, has helped make this system a success."

Movements of all vessels entering or shifting on the Houston Ship Channel are monitored by VTS operators in the control room at the Coast Guard Port Safety Station. Vessels maintain radio contact with the operators from the time they enter the system until they dock or leave the Channel.

There are three sectors within the system. The first, from the entrance to the Channel to Redfish Reef, is monitored by radio contact and radar. The radar scanners are located at the Galveston Coast Guard station and transmit microwave signals to the monitors in the control room at the Vessel Traffic Center.

The Bayport Sector, from Redfish to just past Baytown, and the Upper Channel Sector, from Baytown to the Turning Basin, are monitored by radio and closed circuit television.

The four television towers, located as strategic points on the Channel, each hold two television cameras. The upper camera is high enough to see over the common low-lying fog that appears at certain times of the year. VTS operators activate the focus and aim the cameras and start the automatic lens wipers by remote control.

On entering the system, a pilot or towboat operator reports to VTS his location and destination, and the name, size and speed of his vessel.

The Center computer which, like the radar system, has been in operation less than a year, then calculates the speed

of the vessel as it passes through 11 checkpoints on the length of the Channel.

Commander Schneider said the computer calculates the vessel's speed and adjusts data after each checkpoint has been passed. It has proved so accurate, he added, that many vessel operators call in to ask what speed they are going.

In describing the purpose of the System, Commander Schneider said that "The VTS provides a degree of order on the Channel, much like a system of traffic lights."

The success of the System is almost impossible to quantify, he explained, but added that he feels because of the size and number of vessels now using the Channel "it might be utter chaos without the VTS."

More than 7,000 vessel movements per month are monitored at the Center not including the scheduled trips of the Bolivar and Lynchburg ferries. "You can't quantify the number of collisions prevented, although we often hear that an incident might have occurred if we had not been monitoring traffic," Commander Schneider said. "Approximately the same number of minor incidents have been reported per year as before the system went into operation, but during that time both the amount of traffic on the Channel and the size of vessels have increased by 10 per cent."

The Commander also emphasized that the spin-off benefits of the System just now are becoming apparent.

The Vessel Traffic Center operates 24 hours a day, always on the same radio channel so that maritime agents and industry officials as well as ship pilots and masters know that they can get in touch with one another if there is an emergency.

"There is instant radio contact," Commander Schneider explained, and a familiar, Sympathetic voice at the VTS. "We'll do anything to assist the flow of traffic, and sometimes that means arranging for an ambulance to meet a

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Centre (WTC) and the exhibition complex at the Maritime Square. Further development of the Maritime Museum at Sentosa will also be carried out during 1978.

A total of \$4.5 million has been earmarked for the dredging and improvement of navigational channels and landing facilities at Pasir Panjang and Clifford Pier under the \$40.7 million major port improvements expenditure. Operational buildings, electrical and mechanical workshops for centralised repair facilities and improvements at Pulau Brani Slipway to upgrade facilities for PSA harbour craft have also been planned.

PSA's Slop & Sludge Reception & Treatment Centre at Pulau Sebarok is also to be further developed under this major expenditure at a cost of over \$22 million. It will enable the Port Authority to tap the Centre's potential to the fullest.

In order to improve port and cargo handling services, the PSA would invest nearly \$29 million on mechanical equipment for container as well as conventional cargo handling.

Provisions have also been made to enhance marine services such as tug, water and ferry services and security with some \$42.6 million. The amount will be used to replace and provide additional waterboats, tugs, ferry boats

and patrol launches.

The Authority is conscious of the port's importance in the economy of Singapore and that it has always been the life blood of the island Republic, the gateway for Singapore's traditional trading role. With the changing trends in global shipping and shipping technology, the PSA will continue to expand, improve and fulfil its important role as part of the overall structure that supports Singapore as the major trading centre in Asia.

PSA has to generate its own funds from the provision of port services, and to plough back such funds into the vast development, improvement and enhancement projects which not only would continue to keep the Port of Singapore in pace with the newer and better facilities and services required by the shipping and trading communities, but also to play its role in helping to activate Singapore's economic development.

Although the present economic condition in the developed countries does not indicate significant improvement in international trade over the coming years, PSA expects that with the provision of efficient port services at competitive rates, adequate funds can be generated to finance the proposed capital development programme aimed at maintaining and enhancing the Port of Singapore's position as one of the foremost ports in Asia.

# Nuclear Fuel—Core Reload Bound for Spain Loaded Without a Hitch at Baltimore

**From "Port of Baltimore"  
April 1978**

Santa Maria de Garona, a General Electric-supplied nuclear plant at Bilbao, Spain operated by the Nuclenor Utility, placed an order for Reload #7 with GE in California.

Officials of Nuclenor met with representatives of Portugese Line, who they consider to have the best service from their coast to the United States.

The most convenient sailing was that of the Hermann Wesch, which was scheduled for Baltimore, Philadelphia and New York.

The Port of Baltimore was selected, then, as the most accessible port for the loading of the fuel, which would be trucked up from General Electric's Wilmington, North Carolina manufacturing plant. Rather than being the Hermann Wesch's first port of call, however, Baltimore wound up being the last.

It seems that not only do the other two ports prohibit such cargo at their terminals, they also deny docking to any ships carrying this type of cargo. According to Tom Watson, Traffic Manager for Tilston Roberts Corporation, local agents for Portugese Line, "It was a relatively simple matter. We just reversed the vessel's schedule so that she called on Baltimore last."

Spiro Jankovich, District Manager for Tilston Roberts, put emphasis on the cooperation of the Maryland Port Administration. "The Port officials were knowledgeable of all regulations dealing with the movement of this type of cargo and were tremendously helpful in the securing and filing of the necessary permits."

## **Safety Precautions**

When shipping or receiving radioactive material through

ports of the United States, the packaging must meet the Code of Federal Regulations Book #46, Chapter 146.19-35, which states: "A package must be able to sustain a free drop to a distance of 30 feet, flat surface and there will be no release of radioactive material. In addition, the package is to be constructed to withstand sunlight, heat, cold, pressure changes and water spray."

With General Electric, the work begins 6-8 weeks in advance of each and every shipment. Constant contact is maintained with the steamship company, the customer, the agent, the Coast Guard, the port authority involved and the Nuclear Regulatory Commission, the licensee of all nuclear fuel and radio-active material shipments. Only hazardous materials specialists at the Vice President or above level in General Electric work on these projects with the specialists selected by the agent.

The truck on which the fuel is transported from the manufacturing plant is thoroughly prepared before the fuel is loaded. The containers are strapped down and covered with a tarp. In advance, the route is laid out and is strictly adhered to. On the road, the vehicle is never left unattended and the driver must call in at predetermined intervals. On a long haul, two drivers are assigned to the truck and the minimum time between check-in calls in four hours. During that time, General Electric also maintains constant communications with the parties involved.

When the truck reaches its destination, the fuel then becomes the responsibility of the specialist appointed by the agent. It is his job to see that the fuel is transferred to the ship or is properly stored until it can be loaded.

According to James E. Huckfeldt, Programs Coordinator-Western Region for General Electric, "We (General Electric) have never had a domestic or international

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ship at the dock, relaying a change of dock assignment, or letting a mooring company know that a ship is delayed."

He added that such time-saving methods have to result in dollars and cents savings for vessel operators and management alike.

"We may be one of the few governmental agencies around actively encouraging people to use our services," he said.

The center is manned by three sector operators, a supervisory deck watch officer who monitors all sectors, and a fourth operator on duty to provide relief during the 12 hour watches.

Operators spend 12 hours on and 12 hours off for four days. They are not allowed to eat at the consoles and need periodic breaks to help them stay alert.

It is a high stress job, Commander Schneider explained. The operator is entering data in the computer, talking over the radio, monitoring a television or radar terminal, and thinking—all at the same time. He must be able to think on his feet and make instantaneous analyses.

VTS operators are selected for their above average

performance in previous posts and for their communications and operations skills. They must have come recently from sea duty so they will understand the language of the working vessels.

It takes six months to fully qualify and they undergo approximately eight weeks of basic classroom training and on the Channel experience. They must know each industry on the Channel as well as all the hazards and aids to navigation, and pass a test similar to the one given maritime pilots.

They then spend about four months at the Center acting as operators under supervision before they start standing regular watches.

The Coast Guard requires that all operators have frequent eyesight and blood pressure check-ups. Every six months or so they go back out on the Channel to meet in person their radio contacts and refresh their memories of the Channel and industries.

The Houston VTS was only the third in the nation, and the first to use television. Commander Schneider said that many of the lessons learned at the Houston Center will be implemented in other systems across the country.

# Port Commissioner's Creed

From "REPORTER", Vol.III, Issue No. 2 of Pacific Coast Association of Port Authorities

*The following speech was delivered by the late John P. Davis at the PCAPA Annual Convention, 1954, at Los Angeles. Mr. Davis was for many years a commissioner with the port of Long Beach. He was a well known figure in the port industry and is remembered for his wit and speaking ability. Much of what is contained in this speech is still applicable today.*

Why an self-respecting citizen will leave the relative quietness of business where nothing more serious happens than keeping the bills paid or satisfying the income tax collector and accept the dubious honor of serving on a commission, especially on a port or harbor commission, is a question I have often asked myself. No answer has as yet been forthcoming. I even understand that some of my associates subject themselves to an election to become a member of the clan. To those adventurous souls my deepest admiration.

Most of us, with the exception of an expert who occasionally slips by, know very little about our jobs. We are drawn from every walk of life. We take office and immediately are subjected to indoctrination by the professional staff who have been through this agonizing process many times.

Even after years of service we end up with a smattering of almost everything and an exact knowledge of practically nothing. After some years of service on the Long Beach Harbor Commission I can truthfully state that I can qualify as an amateur, and I do mean amateur, Traffic Manager, Accountant, Economist, Politician, Engineer, Property Manager, and in our unique situation, a Petroleum Engineer. These just to name a few.

Most of us have arrived at this exalted position through service to our communities in many capacities. We have through the years accepted other responsibilities which have led to this position.

This I say to you gentlemen in all seriousness. The office of port commissioner in any harbor city, in my opinion, is the largest responsibility that city has to offer. I have

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accident with our fuel movements." This is significant when you consider that General Electric supplies various nuclear plants all around the world with their fuel.

In the manufacturing of tubing for the rods, Zircaloy tube shells are first inspected to assure structural and dimensional integrity, then coldformed into high quality tubing. Advanced ultrasonic test techniques are employed to verify tubing integrity.

Tubing is cleaned, vacuumannealed, straightened and polished. It is then recleaned, etched and 100 percent ultrasonically inspected for dimensional characteristics and flaws before cutting to final length and end facing. Another thorough cleaning, autoclaving and inspection is performed prior to transfer of tubing for subsequent rod/bundle assembly.

Completed tubing, end plugs and spacers are either transferred to the adjacent fuel manufacturing building to await rod and bundle assembly operations or shipped under contract to overseas fuel licensee manufacturing facilities.

Comprehensive traceability is maintained on all loaded fuel rods. They are uniquely serialized and complete histories of their processing conditions, chemical analyses, physical tests and location within bundles are maintained on microfilm for the life of the fuel. The degree of quality control applied is evidenced by procedures that involve well over one million checks per typical core of 750 fuel bundles.

## The Nuclear Fuel

Reloads, which occur every 12-18 months depending on the size and volume of the plant, only involve 20% of the total core of the generator.

As an example, the shipment to Nuclenor (which represented the 20% figure) totaled 98 bundles of fuel rods. Each bundle consisted of 63 fuel rods for a total of 6,174 rods.

To give a further example, the Number One Unit of the Baltimore Gas & Electric Calvert Cliffs Nuclear Plant has a fuel core consisting of 36,896 rods; a 20% reload would entail about 7,380 rods.

The fuel rods are clad with Zircaloy and contain slightly enriched uranium in the form of sintered UO<sub>2</sub> pellets—ceramic pellets hermetically encapsulated in the tubes. The pellets are dished at both ends to accommodate the effects of thermal expansion and swelling.

Nuclear fuel quality is assured by a sophisticated system of analytical evaluations throughout the manufacturing cycle. A variety of chemical analyses is performed, including spectrographic analyses of most of the elements in the periodic table. Additional physical tests are made, ranging in complexity from simple, particle-sized measurements to detailed photomicrographic studies of basic metal crystal structures.

Product evaluation is stressed at each fabrication step and includes such non-destructive tests as x-ray, high-vacuum leak determination and neutron activated fuel rod scanning.

Fabrication begins with natural or enriched uranium hexafluoride. At the manufacturing plant in Wilmington, North Carolina, the UF<sub>6</sub> converted from a solid to uranium dioxide (UO<sub>2</sub>), ceramic-grade powder. After blending, this powder is pressed into the thimble-size pellets which are sintered and dry-ground to exacting dimensional tolerances.

Once the pellets have passed rigid quality examinations, the required number is loaded into the specially prepared Zircaloy tubing. The loaded tubes are then out-gassed, welded and again subjected to quality inspection—including active gamma scanning and weld x-ray sampling.

Following inspection, loaded rods are stored according to rod type prior to assembly into finished fuel bundles consisting of an 8-by-8 rod array. Completed bundles are then leak checked and subjected to a final inspection before packaging and shipment.

known harbor commissioners I wouldn't care to be marooned on a desert island with, but I have never seen one who didn't take his job seriously or who in spite of personal idiosyncrasies wasn't imbued with a sincere desire to be of service. Therefore, I am forced to this conclusion. A harbor commissioner is a passionate pilgrim, for no person in his right mind would spend the time or in many cases take the political abuse that goes with the job unless back of it all was a sincere desire to serve this great industry and in turn his community and the nation.

Strictly as an amateur, as I have previously suggested, may I presume to enumerate a few considerations that might be important. Subject to removal checks which should be imposed on any governing body, port commissions should be autonomous. We are engaged in both government and business. It is vitally important that we be flexible to meet changing conditions. We cannot function properly if we are constantly answerable to elected officials who many times may take the expedient viewpoint and not the long-range view so necessary for good port development. Most important, it is difficult to get good men to serve on such commissions if you make them answerable to elected officials. They don't have to take it and they won't.

In Long Beach, we have a harbor commission consisting of five men who are appointed by the City Manager and confirmed by the City Council. They serve six-year staggered terms and their compensation is \$10.00 per meeting with a maximum of \$50.00 per month, which certainly places such services in the category of being a civic and not a profit making enterprise considering the time they devote to harbor activities.

There is one thing I feel most keenly about. It is so elementary I shouldn't even mention it. Superimposed on every large corporation is a policy-making group known as the Board of Directors. A good commission in my opinion is exactly that. It should concern itself with broad policy matters and those responsibilities delegated to it by law and not get into every minute detail of administration. It is entirely possible to hamstring a good administration by creating a fear of reprisal if every little detail is not brought to the commission's attention. I would say that one of the big weaknesses of the commission form of administration is that too many of our commissioners eventually begin to admire ourselves as Port Manager. And while I'm passing out these left-handed compliments, a smart Port Manager keeps his commission informed as to his activities. Nothing makes a commissioner appear more futile than to get information second hand.

One thing more on administration. It will always be a controversial issue, but I believe that top flight administrative jobs should be lifted from civil service and become selective.

Perhaps the most important obligation of any port commission is the overall long-range development of the port. What facilities are needed? When shall they be built? How shall they be financed? How shall they be amortized? Every area each of our ports serve is different. A multitude of products enter into our consideration. Our port facilities must be designed to best serve the needs of our area. This calls for careful economic studies in order that facilities can be planned in the order of their importance. Projects should be constructed with definite tenants in mind, for when all said and done a port is simply a link in a chain which has for its chief purpose the transmission of goods to the ultimate consumer.

There must be established sound fiscal policies which will bring adequate returns on our investments. The Port of Long Beach has been blessed with natural resources but nevertheless in creating any new facility our policy has been to predicate the return of that investment upon direct rental or leasehold fees excluding wharfage, dockage and other port charges.

Something else. The relationship of ports and private enterprise. For this, may I quote something written by our Secretary, Alvin Maddy. "The question often arises as to competition between ports and private enterprise. Frankly I can see only two fields of direct competition. One is between public and private terminal operators and this can be readily controlled by mutual agreements such as that under which our California Association of Port Authorities operates. The second possibility is warehousing. Here port-operated waterfront warehouses could conceivably compete with private warehousing. As a general rule, however, I know of no governmental activity which is so little in competition with private enterprise yet aids private enterprise to such a great extent as do our harbors. One could not expect private enterprise to build their own ports with the multi-million dollar expenditures that are required. A transit shed, its wharf and the storage areas and approaches required may run into several million dollars. Certainly industry must have port facilities to prosper and I fail to see any element of competition in providing those facilities."

One more thought. An alert commission is not a rubber stamp. A commission completely dominated by the staff is just as useless as one in which the commission calls every turn. Both weaken the whole structure of government. Disagreements are healthy. Nothing of any lasting value is ever accomplished except through sincere and searching discussion, but disagreements must never be reduced to a personal level. I have known of commissions torn apart by personal animosities. When such a thing happens the impact is felt throughout the whole organization right down to the lowest worker. It is a tragic demoralizing situation.

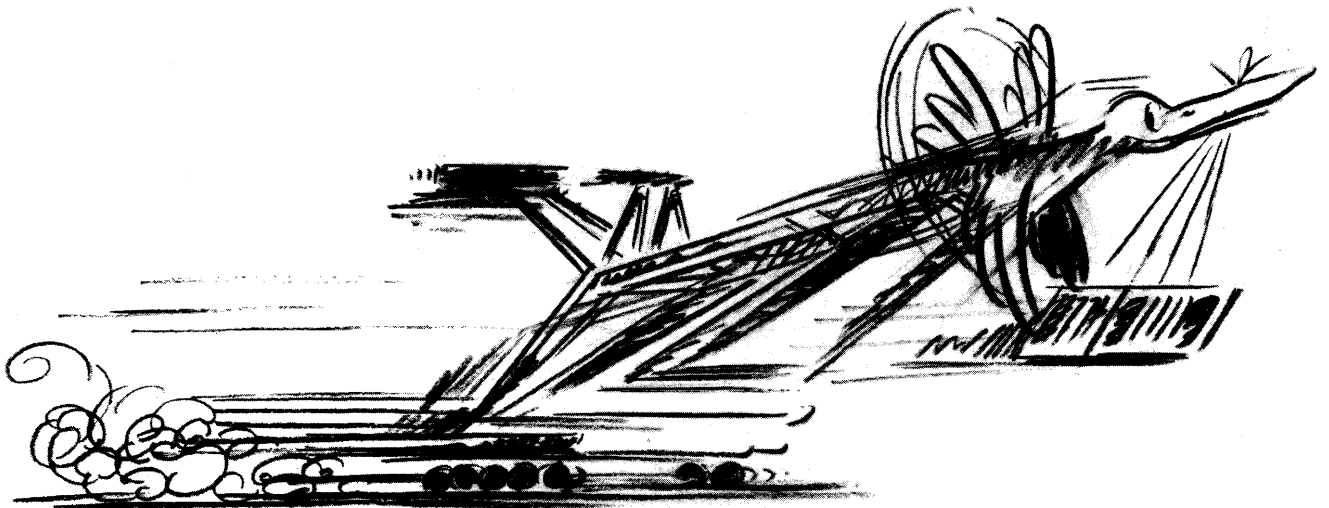
There is no use of my telling you gentlemen what problems are facing us. Look at the balance sheets of some of your customers, and while I'm on this subject let me state that I have the greatest admiration for those men of the shipping industry who in spite of almost insurmountable handicaps still continue to deliver the goods. They are an everlasting credit to the free enterprise system. Our obligation is not to extract the last dollar from their already staggering load but within the bound of fair business practices to assist them in every way possible. This calls for team play of the highest order.

We should develop, far beyond anything now existing, an enlightened program of public relations. Our citizens should be more fully informed by a comprehensive program of education. They must be shown the importance of a healthy merchant marine both as to its economic value and as a bulwark in our national defense.

It has been a privilege for me to serve as a commissioner. No one can take on this responsibility without catching some of the spirit of this great adventure. For me it has been a stimulating and exciting experience. The men who make up this great industry are serving the American public in the highest traditions of enlightened self-interest. My wish is that the man who someday takes my place will enjoy these associations as much as I have.



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**sea containers**

# Hitachi container terminals.

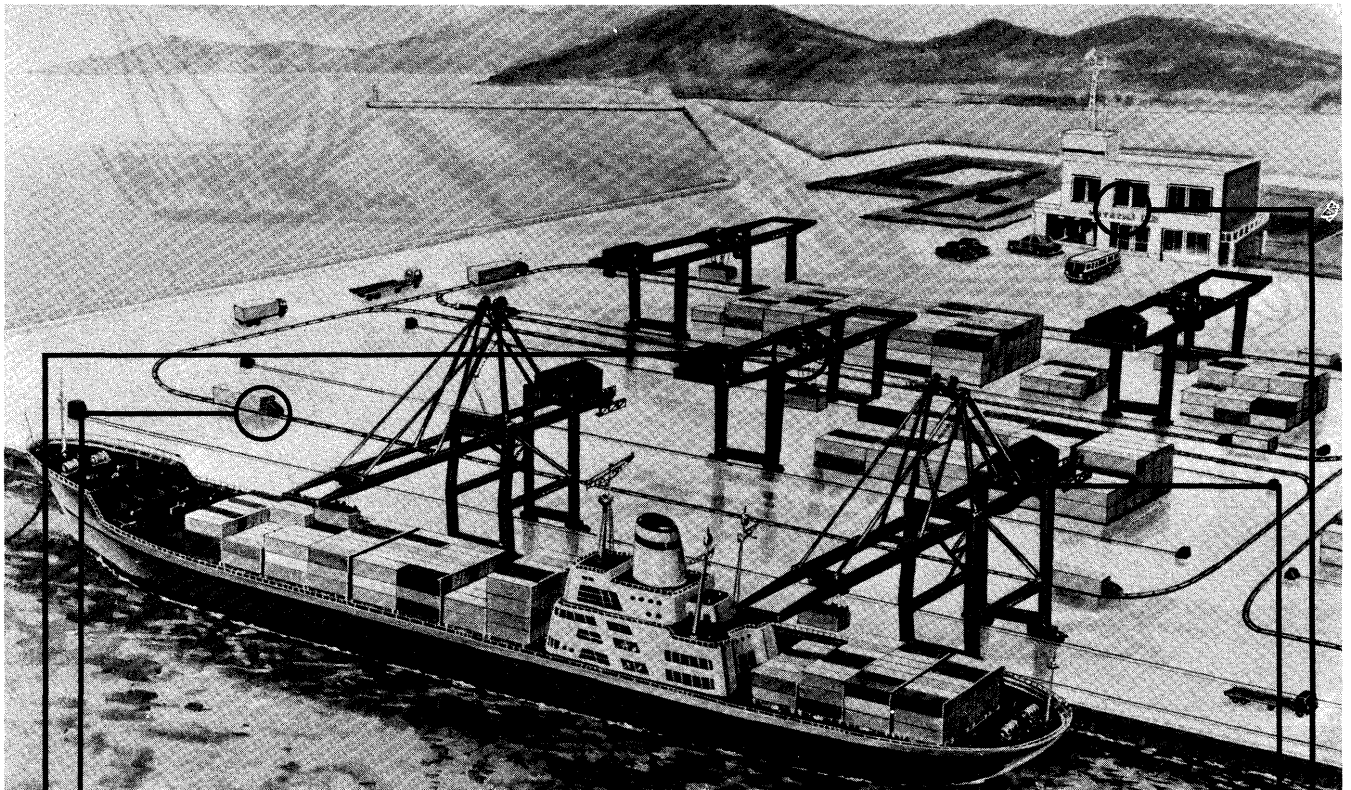
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# Orbiter Probe

## UNCTAD/SIDA SEMINARS

### 1. Gothenburg Seminar to Evaluate Benefits of Port Management Courses

Gothenburg is to host a Follow-Up Seminar to evaluate the benefits participants have obtained from attending the first four UNCTAD/SIDA (Swedish International Development Authority) Training Courses in Port Management. It will be conducted from 14 to 30 June, 1978.

Since 1972, the United Nations Conference on Trade and Development (UNCTAD) has organized a series of four English-speaking training courses in port management in which a total of 97 managers and government officials from 41 developing countries have participated. These courses have represented one of the first attempts to develop formal training programmes specifically designed for managers employed in the ports of developing countries. Two of these were conducted in Gothenburg in 1972 and 1974, the third in Arusha, Tanzania and Mombasa, Kenya in 1975 and the fourth in Kuala Lumpur, Malaysia and Singapore in 1976. This forthcoming Seminar, like the courses themselves, will again be financed by SIDA.

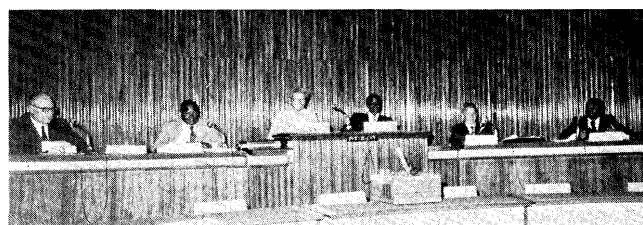
The objectives of these training courses was to develop individual managers' skills and contribute to improved port efficiency in developing countries. Particular attention was paid, therefore to ensure that the structure of the courses and their content reflected the needs of the countries represented. Based on the evaluations conducted at the termination of each course UNCTAD considers that this first series of courses has provided positive assistance to developing countries. However, recognizing that the benefits of such training are likely to be long-term in nature, UNCTAD considered it appropriate at this juncture, to conduct this Follow-Up Seminar which will have as objective the evaluation of the long-term benefits resulting from previous courses and identifying the future priority training needs of port managers in developing countries. It will also provide the sponsoring agency, SIDA, with a measure of the contribution these course have made in improving port managers' skill together with information from which a port management training strategy for the 1980' could be developed.

Attendance at the Seminar has been restricted to one nominee from each of 29 countries represented on the previous English speaking course. Mr. Eric Williamson, Chief of the Ports Section of UNCTAD secretariat is Director of the Seminar, and Mr. Brian J. Thomas, Lecturer in the Dept. of Maritime Studies of University of Wales Institutes of Science and Technology, is the Seminar Tutor. (Quoted from UNCTAD press release, May 11, 1978)

### 2. Second French-speaking Training Course in Port Management, Abidjan, May 1978

Jointly organized and financed by UNCTAD and SIDA, the second French-speaking Training Course in Port Management was held in Abidjan, Ivory Coast, from March 16 to May 12, 1978. (Note: This seminar might be quoted as the 6th UNCTAD/SIDE Training Course in Port Management at any other occasion.)

Thirty-four trainees from 15 countries attended the course, including Algeria, Cameroon, Haiti, Senegal and Zaire. At the "Table Rond" on May 11, a panel conference at which the course participants had the possibility to place questions upon the technological change in maritime transport and its consequences for the ports and the evolution of the economic relations between countries in developing and developed countries in the 1980s and its consequences for the ports.



(L to R) At "Table Rond", May 11: Mr. Suykens, Dy. General Manager, Port of Antwerp, Mr. Mansome Gueye, General Manager, Port of Dakar, Mr. Alain Jouanno, Course Tutor and Former General Manager, Port of Guadeloupe, Hon. Zamine Fadika, Minister for Marine and Transport Department of Ivory Coast, Mr. Paul Bastard, Director-General, Bureau of Ports and Harbours, Ministry of Equipment, France, and Mr. NGann-Yonn, General Manager, Cameroon National Ports Authority. (Documents and picture: Courtesy of Mr. Sven Ullman).

## SEMINARS, CONFERENCES, CONVENTIONS

Legend:

- ① . . . . Title—Purpose/Location
- 2) . . . . Organization/Convention Coordinator
- 3) . . . . Date/Fee

- ① Technical Committee for the Regional Harmonisation of Buoyage-System
- 2) International Association of Lighthouse Authorities (IALA), 43, Avenue du President-Wilson 75775 PARIS CEDEX 16
- 3) 10 November 1978
- ① Technical Committee for the Regional Harmonisation of

#### Buoyage-System B/Tokyo

- 2) IALA
- 3) 19-25 April 1979
- ① Technical Committee on the Calculation of the Intensity of Lights
- 2) IALA
- 3) in November 1978
- ① 26th Biennial Conference/Sydney
- 2) The Association of Australian Port and Marine Authorities, 29 Market Street, Melbourne, Victoria, 3000, Tel. (03) 61-3169
- 3) 15-20 October 1978
- ① "Enterprise, Freedom and the Future"—26th Triennial Congress/Walt Disney World, Orlando, Florida, USA
- 2) International Chamber of Commerce, 38 Cours Albert 1, 75008 Paris, Tel. 261-85-97, Telex ICCHQ 650770
- 3) 1-6 October 1978
- ① 67th Annual Convention/Nassau, Bahamas
- 2) American Association of Port Authorities, 1612K Street, N.W. Washington, D.C. 20006, Tel. (202) 331-1263/Harold A. Munnings, c/o Bahamas Tourist Office, 255 Alhambra Circle Coral Gables, FLA 33134, Tel. (809) 322-1112
- 3) 24-28 September 1978/US\$ 200.00
- ① "IOPPEC '78"—2nd International Oil Pollution Prevention Exhibition and Conference/Hamburg
- 2) IOPPEC P.O. Box 428 Norwalk, Connecticut 06856 USA
- 3) 26-30 September 1978
- ① '79 Annual International Shipping & Offshore Oil Conference in the Mediterranean
- 2) International Shipping & Offshore Oil Conference (ISOC), G.P.O. Box 50 Valletta, Republic of Malta, Tel. 603589, 22956, 20072. Telex 813 RONASO MT (ISOC).
- 3) 29-31 January 1979

## "Portos e Navios" January 1978

Rio de Janeiro, Brazil:—

### Ports & Waterways

- The Superintendent of the Port of Paranaguá announced to the Press that he is going to ask authorization to Portobrás to build a terminal for fertilizers; this terminal is expected to engage about 3,000 people.
- Enlargement of the Port of Manaus: a new area for the handling of containers has been inaugurated, increasing the Port's capacity; the investment was of about 55 million cruzeiros; the new area, of 24,000 square meters, has a capacity to store, 1,200 containers.
- The Metalur Group is going to develop this year a project for the transportation of charcoal through the San Francisco River, thus reducing by 50% the freight costs.
- Engineer Luiz Antonio Pinho, Superintendent of the Port of Paranaguá, informed that port operations in 1977 totalled about 7 million tons, slightly below the figure attained in 1976.

## One Millionth TEU at Halifax



Halifax, Nova Scotia, Canada (Port of Halifax News Release):—The one millionth TEU to be handled by Halterm Limited passed through the Port of Halifax on May 17. It was a 40-foot temperature-controlled container loaded with Nova Scotian blueberries and was shipped to Europe by Hapag-Lloyd AG on the American Express.

This important milestone has been reached in first eight years of operations at the Container Terminal which, in the first few months of its existence saw the arrival of 17 ships—a figure which has grown steadily until in 1977, 366 ship calls gave the terminal a record total of 191,000 TEUS.

This represents 38% of Canadian containerised cargo giving the Port of Halifax a lead over other Eastern Canadian ports.

Major shipping lines serving the Port of Halifax are Atlantic Container Line, Columbus Line, Dart Containerline, Hapag-Lloyd AG and Zim Container Services.

The Port of Halifax will hold its Annual Port Day on Sunday, September 10 and Monday, September 11, 1978.

## Nanaimo Harbour News

### • Port expansion—the beginning

Two significant announcements mark the beginning of the Duke Point expansion program for the Port of Nanaimo.

Transport Canada accepted the Nanaimo Harbour Commission's proposal for the development of a forest products terminal at Duke Point. Shortly afterward Doman Industries said they would build a \$20-30 million sawmill on the industrial park in the new port complex.

Transport Minister, Otto Lang, is proposing a \$6.5 million grant to help finance the project and a 20-year \$4 million loan to the Harbour Commission which would be interest-free for the first three years.

The announcement was made in Nanaimo by Hugh Anderson, MP for Comox-Alberni. He said the federal government will ask the B.C. Government to contribute the serviced land for the terminal. The land is now held by the B.C. Development Corporation, a provincial crown corporation.

The first stage of the development would be a deep sea berth and assembly area, including a scow berth, followed

## "Dart Canada Day" at Halifax



'Dart Canada', Dart Containerline's newest ship, is framed in the spray from a Maritime Command fire tug which greeted her arrival at the Port of Halifax last month. In honour of the maiden voyage of the ship, the port cities of Halifax and Dartmouth and the Country of Halifax proclaimed "Dart Canada Day". The ship is now operating of the transatlantic service between the Port of Halifax and Europe and the introduction of the new ship into Dart's fleet has meant that the Line now offers a direct call at Hamburg in addition to Southampton, Le Havre and Antwerp. The British-registered 'Dart Canada' has a capacity of 15,000 TEUS and can carry both 20-foot and 40-foot containers. (April 19, 1978).

by two additional berths as the demand for port facilities increases.

However, British Columbia's Minister of Economic Development, Don Phillips, said the province wants two berths constructed in the first phase and he will bargain with the federal government for more money.

In his comments, Mr. Anderson said: "I am very pleased with the go ahead for the development which will ensure Nanaimo's importance as a vital Vancouver Island port and contribute to the continued economic growth of the region while offering employment opportunities in the area."

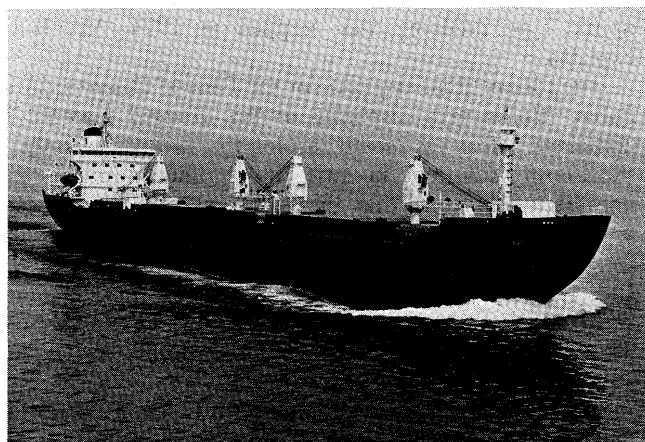
### • Port Day

Canadian Port and Harbour Week, organized by the Canadian Port and Harbour Association has been arranged this year to co-incide with transportation week (May 28-June 3). The theme is "Canada's Ports—Gateways to the World."

However, Port Day in Nanaimo will again be held in September, following the pattern set in the last two years.

"This year we are planning more activities so that members of the public can see how the Port operates and understand its economic importance" says Bob Chase, Manager of Marketing and Public Relations. "Last year the harbour tours were very popular and we hope to run them on two days so that even more people can view the port from the water."

## "M.V. Arctic", unusual ship



Trials for M.V. Arctic were conducted on Lake Ontario prior to her christening at Port Weller Dry Docks on June 2. This photo was taken when the ship was lightly ballasted and shows the design of the ice breaking bow. Arctic will have a service speed of 15.5 knots and is capable of movement through ice two feet (60 cm.) thick at a continuous speed of 3–4 knots.

St. Catharine, Ontario, Canada, June 2, 1978 (Port Weller Dry Docks):—M.V. Arctic is an unusual ship with an historic role to play in the development of the Canadian Arctic.

For the first time in Canada, and quite possibly in the world, an ice breaking cargo vessel has been built to travel through ice up to two feet (.6 m) thick at a constant speed and with stop-go capability in much thicker ice. At the present time, Arctic is only exceeded in strength by Canada's most powerful icebreakers.

The new ship is designed to operate without icebreaker support for four to six months of the year in those portions of the Canadian Arctic where commercial development has begun. Until now, the operating season for conventional ships has been restricted to six weeks or less. M.V. Arctic is also designed for overseas trade as well as the St. Lawrence Seaway and the Upper Great Lakes after the Seaway has closed for the season.

## Disposal of dredged material

Toronto, Ontario, Canada, May 9, 1978 (Toronto Harbour Commissioners):—Contaminated material dredged from the Keating Channel in Toronto Harbour should be dumped in the deep, open waters of Lake Ontario, according to a report submitted to the Board of Toronto Harbour Commissioners recently.

Written by consultant Charles Hurst, the report states



that open-water dispersal under specific conditions is the most economical and environmentally acceptable long-term solution for disposal of the material.

Until 1974, the channel, which acts as a trap for sediment coming down the Don River, was dredged annually to prevent the contaminated solids from entering the Inner Harbour. The dredged material was dumped in the open waters of Lake Ontario, but this practice was stopped because it was considered environmentally unacceptable.

"There were no readily available disposal sites that met the various criteria—environmental, political and economic," so dredging was stopped in 1974, Mr. Hurst explains.

The former chief engineer for the Federal Department of Public Works says disposing of the dredged material in contained areas as some ecologists favour is only a short-term solution because it is uneconomical and unesthetic. He notes that the least expensive containment proposal investigated would require more than \$1 million for the construction of the dikes and preparation of the site.

In addition, Mr. Hurst warns there is the ever-present danger of leakage which could harm wildlife and underground water systems.

Mr. Hurst recommends dumping the dredged material in the lake only between April 1 and October 1 when water conditions are best. He points out that the disposal site should be off-shore in water deeper than 35 metres. The sediment will settle on the lake bed and will not be dispersed by wave activity in the deeper water.

Much of the sludge and sediment blocking the Keating Channel has been carried downstream by the Don River. It includes soil particles, disintegrated organic matter and other waste products from industrial, commercial and residential activities. Fine grained soil particles may contain various metals, sulphates, phosphates, nitrates, heavy metals, salts from snow clearing operations, as well as pesticides and herbicides.

If the channel is not dredged, more and more of the contaminated material will find its way into the Inner Harbour where it will decrease available depths and contribute to the deterioration of water quality.

"In a short time, the fish and other aquatic life will suffer more extensive environmental damage in the feeding and spawning areas located on the outer periphery of the Inner Harbour," says Mr. Hurst.

"It is in the interests of the general environment of the Central Toronto waterfront that the dredging of the Keating Channel be continued," the report states.

Metro officials have warned that spring flooding could occur if the channel is not dredged, but no one is willing to accept the costs associated with environmental control. Since 1974, talks have dragged on among the Province, Metro, the City, the Metro Toronto and Region Conservation Authority and the Toronto Harbour Commission, with no easy solution in sight.

In his recommendations, Mr. Hurst urged that action be taken by appropriate authorities to reduce contaminated sediment in the Don River by an expanded program of erosion control, a gradual elimination of sewage entering the Don River from all sources, and strict monitoring of all construction activity in the Don River drainage basin that

could affect surface run-off into the river.

## Little White Amur's huge appetite may solve Canal's weed problems

Balboa Heights, C.Z., Panama, April 7, 1978 ("The Panama Canal Spillway")—The white amur, a fish that is capable of eating its own weight in vegetation each day, may be a major part of the solution to the Canal's aquatic weed problem. The Engineering and Construction Bureau received a second shipment of the fish early this month.

The 200,000 white amur fingerlings, just 2 to 4 inches in length, were grown at three fish farms in Lonoke, Ark., and transported in tanks aboard a flatbed truck to Little Rock AFB. There, the truck, which is equipped with a liquid oxygen supply to keep the fish alive, was driven on board a C-130 cargo aircraft, flown to Howard AFB, and driven off the plane out to a plant set up at the old Paraiso Elementary School.

Named after the Amur River in its native Manchuria, the white amur feeds on hydrilla, a weed that infrared photographs taken in January of last year showed to be covering about 12,000 of Gatun Lake's 100,000 acres, or 12 percent of the lake's surface. With its rapid growth rate, it is estimated that the hydrilla now infests 15 to 16 percent of the lake.

The weed is at its worst in shallow waters, ruining the enjoyment of recreation areas and making access to villages on the lake nearly impossible. Hydrilla is also a breeding ground for *Anopheles* mosquitoes, which carry malaria. But of most significance, the weeds threaten to block channels to navigation aids, are causing more rapid evaporation from lake waters, and are capable of breaking loose and being sucked into the water intake systems of transiting ships and causing damage to ships' engines.

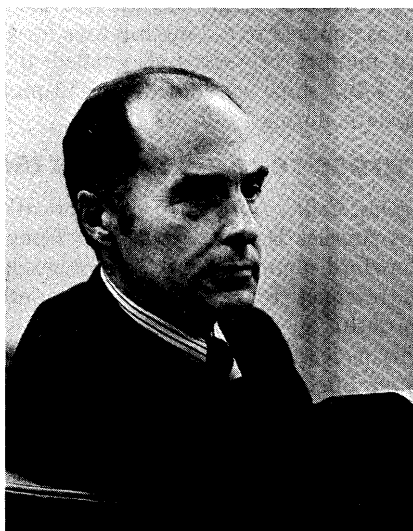
The Canal organization is using the white amur as part of its overall strategy to control both floating and submerged aquatic vegetation, along with such methods as time-release herbicides, mechanical harvesting, and weed-eating insects. One of the advantages of the white amur over other methods is that the fish have an average lifespan of 16 years.

The first 3 weeks in the growout ponds, the amur consume only minute zooplankton particles, but after that begin to eat hydrilla. By 6 weeks they are eating two to three times their body weight each day. In a year the amur weigh from 5 to 6 pounds, and in 6 to 8 years they may weigh as much as 70 to 80 pounds, though the amount of plant matter that they eat will have leveled off by that time.

According to Lt. Col. Phillip Custer, Assistant to the Director of the E & C Bureau and the man who has spearheaded the white amur project, real control of the vegetation growth in Canal waters is expected in about 5 years. This period of time takes into account factors such as the biomass involved, temperatures, and the amount of available sunlight and is arrived at with the aim of maintaining the ecological balance in Gatun Lake.



## Halpin appointed port administrator



Mr. W. Gregory Halpin

Baltimore, Md., June 7, 1978 (News From Maryland Port Administration):—W. Gregory Halpin has been appointed Maryland Port Administrator today by Maryland Secretary of Transportation Hermann K. Intemann.

Mr. Halpin had been serving as Acting Port Administrator since January following the retirement of Joseph L. Stanton, who served as head of the port of Baltimore for 21 years.

"Greg Halpin has spent nearly 20 years serving the Port of Baltimore—as a direct result of his innovative communications programs Baltimore now enjoys a prominent place in the worldwide maritime community," said Secretary Intemann. Secretary Intemann added that "we reviewed applications from many outstanding candidates for this position and concluded that Greg Halpin is the best qualified individual to lead the Maryland Port Administration into the 1980's."

## From "Boxing the Compass"

Baltimore, Maryland, February 1978 "Port of Baltimore":—

### • New ro/ro service

Norton, Lilly is the general agent for B.F.I. Line, Ltd's new West African RO/RO service from the Port of Baltimore direct to Lagos/Apapa, Nigeria. The service commenced with one vessel in late January and will be supplemented with a second, consistent with demand, in order to produce a fortnightly sailing.

### • New Customs Forms

To help facilitate international maritime traffic, the U.S. Customs Service has adopted two new forms for use on arrival of ships in this country. The two forms follow standardized model forms developed by the International Chamber of Shipping and have been the subject of discussion at a number of international conferences in recent years. Customs modified them somewhat to make them conform to existing United States law. For further information contact Alan Bernstein (202) 566-5286.

## Inspection vessel Sam Houston has entertained nearly 1 million people

Houston, Texas (by Jerry Brown in "Port of Houston Magazine, May, 1978):—She's 19 and going on 20, but already she has entertained nearly a million people . . .

Since July 30, 1958 the Inspection Vessel SAM HOUSTON has shown sightseers the many wonders of Houston's man-made Ship Channel. She has been called the "show window of the Port of Houston" and "the pride of the Houston Ship Channel."

The present vessel is a replacement of the original SAM HOUSTON, which was a World War II patrol boat. The original boat was bought by the Port Authority and converted into an inspection vessel. She was decommissioned in 1958 and replaced by the present craft.

The SAM HOUSTON is the only vessel owned by any U.S. port that is made available daily, without charge to the general public for the express purpose of showing off the port.

She is a trim craft, 95 feet long and 25 feet wide. The cabin is divided into two parts, a forward lounge with bar, and a spacious after lounge. Every Monday the vessel is inactive for general housekeeping and maintenance. This day is called, "dress day."

Soon the air-conditioned, all metal craft will welcome aboard its one millionth passenger. In doing so, it will also have traveled more than 200,812 miles and made more than 9,170 trips, all within the Houston Ship Channel.

The craft makes two trips a day from Tuesday to Saturday and one on Sunday afternoon. The trips are at 10 a.m. and 2 p.m.

## New bridge over channel is near

Houston, Texas, April, 1978 ("Port of Houston Magazine")—The Texas Turnpike Authority has retained four engineering firms to develop plans for a \$90 million toll bridge over the Houston Ship Channel, with completion scheduled for 1982.

Final step before construction is issuance of bonds, tentatively scheduled for May.

The four-mile-long bridge is to be located about seven miles east of the Loop 610 bridge and will be located at the east side of the Port of Houston's Bulk Materials Handling Plant.

The proposed 750-foot-long channel span, with a maximum height of 175 feet, will have four lanes and link Interstate 10 with Texas 225. The bridge will connect with the proposed Beltway 8 East.

## Sea-Land opens new route

Houston, March, 1978 ("Port of Houston Magazine")—A new landbridge route linking the U.S. West Coast with Puerto Rico, the Caribbean islands and Central America has been established by Sea-Land Service, Inc.

The overland service is provided through rail terminals in Long Beach and Oakland, California. Eastbound containers move by rail to the Port of Houston, connecting with Sea-Land's direct weekly sailings each Wednesday between Houston, San Juan and Kingston. Both trailerload and less-than-trailerload freight service will be provided.

Sea-Land is the only container carrier offering direct sailings between Houston and San Juan. Transit time between the U.S. West Coast and the Caribbean is 11 days.

The new service through the Port of Houston also links westbound freight from Puerto Rico, the Caribbean and Central America with the Far East on a weekly basis. From Oakland and Long Beach, transpacific container service is provided via Sea-Land's 33-knot SL-7 containerhips sailing between the Orient and the U.S. West Coast.

## Cargo tonnage in 1977 exceeds 102 million tons for new record

Houston, Texas, March, 1978 ("Port of Houston Magazine"):-The Port of Houston handled a total of 102,410,601 tons of cargo in 1977 to set an all-time record.

The previous record was set in 1976, when a total of 90,001,400 tons of cargo moved across private and publicly-owned docks. This new record is 13.8 per cent over 1976.

The Port's foreign trade also jumped to a record high in 1977 when 49.7 million tons of cargo were imported and exported through the Port. Imports came to 34.4 million tons, while 15.3 million tons were exported. The previous record for foreign trade was set in 1976 when 41.9 million tons were handled.

An 18 per cent increase in bulk cargo movements helped push the tonnage total to the record high. In 1977, 85.7 million tons of bulk cargo, other than grain, moved through the Port as compared to 72.6 million tons in 1976.

Grain shipments for 1977 were down 13 per cent at 7.8 million tons as opposed to 9 million tons for the previous year. A worldwide decrease in demand for U.S. agricultural

products was partially responsible for the drop in grain shipments.

Total 1977 general cargo was up two per cent at 6.8 million tons as opposed to 6.7 million tons for 1976.

A record number of vessels also called at the Port in 1977 when 4,882 ships were handled, 353 more than had called at Houston during 1976.

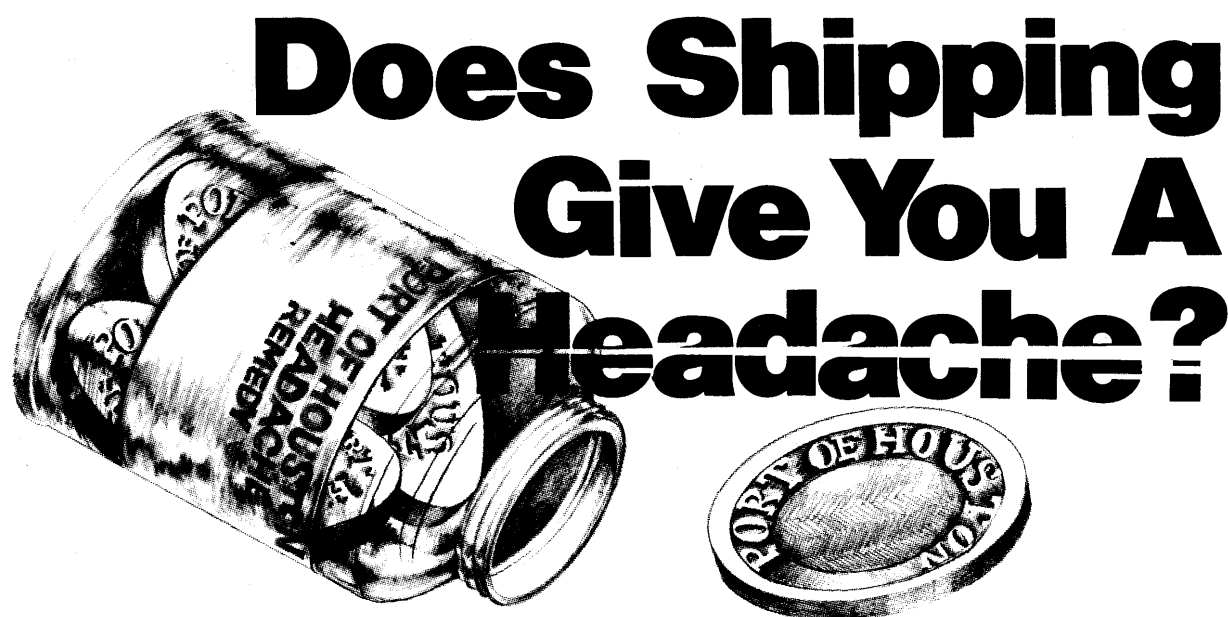
## Rise of gross revenues reported

Los Angeles, Calif., April 26, 1978 (Port of Los Angeles News):-Los Angeles Harbor Department General Manager Fred B. Crawford reported April 26 (Wednesday) that the total gross revenues for the first nine months of fiscal 1977-78 brought an overall \$8.1 million rise to \$32.6 million. This increase of 33 percent over the prior year's \$24.5 million three quarter period was contained in the Department's Interim Third Quarter Financial Report.

Crawford noted that the high growth rate was led by an increase in wharfage of \$5.4 million to \$16.4 million, followed by \$2.2 million increases in both dockage and rentals. Gains in shipping services revenue totalling more than \$7.4 million were also reported.

Net income for the period rose \$7.8 million to a new high of \$18.6 million. Total operating and administrative expenses increased \$1.1 million to \$11.6 million as compared to \$10.5 million in 1977 and \$10 million in 1976.

Total billed revenue tons for the first three quarters of the year amounted to 28.3 million tons, as opposed to 22.8 million for the prior reporting period. This is an increase of 24 percent over last year. The total tonnage was divided



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between petroleum of 16.5 million tons and general cargo of 6.3 million tons.

Crawford said: "Based on our Third Quarter results, our projections for the entire current fiscal year remains the same as in the second quarter. Gross operating revenue is projected at \$42 million with a resulting net income of \$22 million.

"This projected income, showing a substantial increase over prior years is required for the capital improvement program of the Port to provide the many new facilities required by shipping companies and in order to stay competitive with other ports of the world," the General Manager concluded.

The Port of Los Angeles is one of the few major ports of the world that is entirely self-supporting without relying on taxation of any kind.

## Migrant bird colony at Los Angeles

Los Angeles, Calif., May 3, 1978 (Port of Los Angeles News):—The Least Tern colony on Reeves Field, Terminal Island, Los Angeles, will be protected throughout the 1978 nesting season as a result of an agreement worked out today by the Port, the California Department of Fish & Game and the Least Tern Recovery Team.

Under terms of the agreement the Port will fence off approximately 70 acres of critical nesting habitat at Reeves Field and remove excessive vegetation under the supervision of the Department of Fish & Game.

The fenced off area is slightly larger than that used by the Terns last year.

Additionally, the Port has agreed to restrict car storage activities to areas which will not disturb the nesting Terns.

A meeting will be held later in the year to discuss future plans for the Least Tern colony on Terminal Island.

Robert D. Montgomery, regional manager of the Department of Fish & Game, said he was very pleased about the outcome of the meeting, and he thanked the Port for its cooperation in protecting the Tern.

The Least Tern, an endangered species, has been reduced to about 720 nesting pairs from San Francisco Bay to the Mexican border. At one time the Tern nested in thousands along sandy beaches of Southern California. Today Reeves Field ranks as the third largest and most productive in the state. Last year 85 nesting pairs produced at least 80 chicks. In comparison, 120 nesting pairs at Camp Pendleton, San Diego County, produced fewer than 30 chicks. The largest colony is in Mission Bay, San Diego, where 133 nesting pairs were noted last year.

Concern at the Reeves Field site arose early in April when the Port constructed a security fence for car storage that cut off about one-third of the nesting area used by the Terns last year. The Terns had not arrived at the time of the construction work. They usually arrive about April 21.

After meeting with the Department of Fish & Game officials, Fred B. Crawford, general manager of the Port of Los Angeles, agreed to constructing a new site of about 60 acres on the edge of the Harbor about three-quarters of a mile from Reeves Field. The Terns had nested in this area previously.

Although Department of Fish & Game biologists said flat sandy surfaces were a good nesting habitat, the Terns

appear to have minds of their own. Some have already begun courtship rites over Reeves Field. There is some hope, however, of attracting some of the birds to the new site by the use of decoys.

Because the Least Terns appear to have decided on Reeves Field as their nesting site this year, the Department of Fish & Game and the Least Tern Recovery Team requested a meeting with the Port of Los Angeles to resolve the problem of protecting the Least Tern habitat until late September when the Terns usually depart for Central America. That was the meeting that took place today.

Montgomery and Crawford agreed that the result should satisfy all the interested groups that have been concerned about the possibility of automobile storage on the Reeves Field site and still permit the Port to carry out its vital function, which is the movement of cargo. They thanked the Sierra Club, the Audubon Society, the local and state Coastal Commissions and the Attorney General's office for their cooperation.

Among those who met today to work out the agreement were Alan Robert Block of the Attorney General's office, Robert Montgomery, Regional Manager of California State Fish & Game, Fred B. Crawford, general manager of the Port of Los Angeles, Jack Wells, Senior Assistant City Attorney, Dr. Charles T. Collins, member of the Least Tern Recovery Team, and Maeton C. Freil, U.S. Fish & Wildlife Service.

## New container cranes

Los Angeles, Calif., June 8, 1978 (Port of Los Angeles News):—Los Angeles Board of Harbor Commissioners recently accepted a \$2.7 million container crane, manufactured by Pacific Coast Engineering Co. of Alameda, Calif., for Berth 231. It will be incorporated into the massive Seaside Container Terminal Complex now being developed on Terminal Island.

The new crane will be shared by Overseas Shipping Company and Evergreen Marine Corporation. It complements the three existing cranes in the area and brings to 11 the total number of cranes available to shippers in Los Angeles Harbor. This fall an additional two cranes, which are being manufactured in Japan, will also be erected as part of the Seaside Complex.

This huge, modern terminal complex is a major project in a \$300,000,000 capital investment program now underway at the Port. When completed in 1981, it will include 129 acres, with foreseeable expansion capabilities to 135 acres, and possibly beyond. It will be the largest single contiguous container terminal on the Pacific Coast.

## Import/export statistics for calendar year 1977

New Orleans, Louisiana, April 27, 1978 (Press Release from the Port of New Orleans):—Imports rose dramatically for the Port of New Orleans in the 1977 calendar year as compared to 1976 according to statistics just released by the Port. More than 24 million short tons in cargo were imported through the Port of New Orleans last year, an increase of 54 percent over the 15.6 million tons imported in 1976.

While following the general pattern of rising oil imports in the United States accounted for a major increase in the Port's import tonnage, substantial growth of steel, alcoholic

beverages, meat and rubber imports also contributed to the dramatic rise in tonnage.

While imports rose, exports declined slightly in 1977. Statistics indicate that 19.6 million tons of cargo were exported via the Port of New Orleans last year, as compared with 21.2 million tons in 1976. Container cargo-handling, affected severely by the 90-day longshoremen's strike last fall, contributed to the decline in the Port's export tonnage.

Grain continued to be the Port's largest export commodity in 1977. Coal, oilseed cake and meal, pitch and asphalt, paper and paper products, steel, woodpulp and plastic and resins accounted for the majority of export products besides grain.

Africa, Asia and Europe were the top three areas of the world from which products arrived at the Port of New Orleans. In terms of imports, Japan and Nigeria were the biggest contributors to tonnage passing through New Orleans, followed by Libya, West Germany, The United Kingdom and Brazil.

Exports from the United States through the Port found their biggest customers in Europe, Asia and South America. West Germany, The Netherlands, Japan, Italy and Venezuela were the primary destinations for tonnage exported through New Orleans.

As expansion continues with the Port's 5-year, \$91 million capital improvements program emphasizing renovations and additions to general cargo facilities, the Port of New Orleans is expected to maintain its status as one of the world's busiest and most important ports.

## **N.Y. Harbor Festival 1978**

New York, May 17, 1978 (News from The Port Authority of NY & NJ):—Plans for Harbor Festival 1978, a four-day celebration of our nation's Independence highlighting the natural advantages of the bi-state Port, will be announced at a news conference on Monday morning, May 22, at 10:30 A.M. in the Oval Room on the 43rd Floor of One World Trade Center.

Mayor Edward I. Koch of New York City, Chairman Alan Sagner of The Port Authority of New York and New Jersey, and Frank O. Braynard, General Manager of Harbor Festival 1978 will review the program for the July 1-4 festivities. They will be joined by Port Authority Executive Director Peter C. Goldmark, Jr. and representatives of the U.S. Navy, Coast Guard, U.S. Army and private sponsors of individual Harbor Festival events.

The Port Authority has accepted responsibility for overall sponsorship of Harbor Festival 1978 as part of its continuing efforts to promote and protect the commerce of the Port, and to call attention to the many attractions of the port region for tourism and business development. The events scheduled on land, in the harbor waters and in the air will be a source of enjoyment for millions of port area residents and visitors alike.

## **"U.S. trade deficit will decrease"**

New York, N.Y., May 25, 1978 (News from The Port Authority of NY & NJ):—Peter C. Goldmark, Jr., Executive Director of The Port Authority of New York and New Jersey today predicted that the United States trade deficit will decrease this year from 1977 levels. "The improvement of our balance of payments and the stabilization of the dollar will provide the economic environment that will increase foreign trade through the Port of New York and

New Jersey and the nation," he stated.

Mr. Goldmark's views were presented before a luncheon meeting of foreign trade executives in the Club at The World Trade Center. The luncheon, hosted by Howard G. Sloane, Chairman of the World Trade Week Committee of the New York-New Jersey Port Area, is one of the many activities of World Trade Week observed from May 21 through 27 with participation by business, governmental, civic and trade leaders.

"In my opinion," Mr. Goldmark said, "the near-term prospects for the dollar depend on the market's perception of trends in two closely linked areas: the level of United States inflation and the level of our interest rates. Rising inflation is bad news for any currency. And the recent dollar decline reflects fears that little would be done to curb the inflationary trend in this country. Moreover, these fears about the soundness of the dollar will continue to be aggravated until the U.S. enacts an effective energy program. Rhetoric will not make the problem go away. The success of Europe and many Asian countries in dealing with the energy issue clearly indicates that the energy problem can be coped with. Can we do any less?"

He noted that "It is reasonable to expect that the United States balance of payments will still be high in 1978, but the size of the deficit will be less than in 1977. It is this perception of direction that will provide strength for the dollar and help to improve the U.S. balance of payments. Some of the reasons are as follows:

- the decline in coffee prices should represent a saving of about \$1 billion;
- the slight stimulation of the economies of our major trading partners, though less than the U.S. Government is asking for, represents a basic increase in demand for our goods;
- the volume of petroleum imports should be the same or a little less than last year, depending upon how much of the growth in the last quarter of 1977 was for stockpiling by the U.S. Government. In addition, Alaskan oil is beginning to reduce somewhat the pressure for oil imports; and
- lastly, because of the Federal Government's anti-dumping rulings and the imposition of quotas for steel, television sets and CB radios, the large increase in imports of these items should be reduced.

In Mr. Goldmark's view, the international community will respond favorably to positive signs that the Federal Government is taking actions to control the depreciation of the dollar. These actions include the raising of interest rates, possible reduction of the proposed Federal budget deficit and plans to work more closely with major overseas trading partners.

## **Steady tonnage growth at Tampa**

Tampa, Florida, 5/1/78 (News from the Tampa Port Authority):—The Port of Tampa reached an all time tonnage record of 46,319,502 tons during 1977, an 11.9% increase over 1976, Port Director Guy N. Verger announced recently. Growth has been steady at the Port, with tonnages rising 65% over the last decade.

Included in this 4.9 million ton upsurge were substantial increases in bulk commodities, primarily phosphate and related products, including ammonia, chemicals, and sul-

(Continued on page 52)

# PORT OF COPENHAGEN

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## PORT OF COPENHAGEN AUTHORITY

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(Continued from page 50)

phur.

Mr. Verger attributed the dramatic increase to an overall resurgence of the area's economy after the static recession years of 1974-1976. Indicative of the improving construction industry were increased movements of aragonite, cement, and gypsum, as well as sizable gains in steel and lumber.

Significant growth was experienced in many general cargo commodities. Most notable were refrigerated cargoes including citrus juice, concentrates, frozen food products, fresh fruit, meats, poultry, and fresh vegetables which increased by 52,000 tons. The hard freeze experienced in central Florida resulted in a decline in fresh citrus exports.

Bagged goods such as grain, sugar, clay and cement rose nearly 20,000 tons during the year, while Neo-bulk items including waste paper, wood pulp and newsprint increased 16.2% to 438,398 tons. Also of particular note, was the influx of vehicles which rose by 17.5% to 34,156 tons.

### Container traffic 1977

Antwerp, 15/3/1978 (Press Release from Port of Antwerp Promotion Association):—During the past year in the port of Antwerp considerably more goods were shipped by container than in 1976.

The data, provided by the General Management of the port of Antwerp show that container traffic is increasing considerably: in 1977, 17,101 more containers were discharged and 39,795 more loaded, leading to a total increase of 56,896 units, empty containers not being taken into account.

This raised the volume of goods transported by container of from 3,723,225 tons in 1976 to 4,878,466 tons in 1977, representing an increase of 31% (+18,6% incoming and 54,2% outgoing).

Nearly half of the total container traffic concerns North-America (2,062,134 tons); on the North-Atlantic route container traffic rose by 13,3%.

### Ports industry re-appraisal

Britsol, June 6th 1978 ("Portfolio")—Transport Secretary William Rogers has ordered an appraisal of the port industry as it exists today.

The body given the task of doing just this is the National Ports Council who with the British Ports Association and the National Association of Port Employers will hold discussions along with other relevant organisations.

Mr. Rogers said "There is a need from time to time to take stock in a wider sense of where an industry is going." He went on to say that he had asked the Port's Council to make recommendations on plans for the industry's future. His recent visits to ports had given him a vivid impression of the continuing need to adapt to changing demands and new technologies.

For the most part our ports have been able to respond readily to the new demands put on them, to the changing patterns of trade and to the problems of physical obsolescence and surplus manpower that have developed in consequence."

At the same time, he said, their financial performance had greatly improved in recent years. However, there was still room for further improvement.

"The remarkable thing about this industry," he said at the annual luncheon of the two port associations, "Is the

way in which it has already adapted to change. Over the past ten years the total registered labour force has dropped from 55,000 to 30,000 largely through the industry's own severance scheme."

### Two port entry for Brazilian pulp

Bristol, June 6th 1978 ("Portfolio")—It has been announced that Tilbury and Newport are the U.K. ports chosen for pulp shipments from Brazil.

The Brazilian Company Aracruz Celulose SA are in the process of building what they describe as the largest single-line pulp mill in the world.

The new plant will have a production capacity of 400,000 tonnes per annum. Complementing this is a new harbour, Portocel, being built only a mile away from the new mill.

The London firm of Mac-Millan Bloedel Mayer Ltd. have been chosen as operators in the U.K. distribution chain, offering their two sites at Berth 42, Tilbury and 30 acres at Newport to Aracruz.

With modern handling equipment up to 1,000 tonnes per hour of pulp can be removed from the ship's side, using up to 12 fork-lift trucks.

### Sheerness terminal

Bristol, June 6th 1978 ("Portfolio")—The new forest products terminal at Sheerness due for completion in October this year drew a stage nearer with the appointment of contractors to build a new transit shed.

Covering a total of 12,000 square metres and with a height of 8.3 metres the new shed will be the largest in the Docks.

The whole scheme came about as a result of a new contract with Combi Shipping who at present are operating temporarily on No. 1 berth.

### Big-Ships World Committee visits Hunterston



Some of the IAPH committee and their hosts at the Hunterston ore terminal.

Glasgow, 30th May 1978 (Clyde Port Authority):—Representatives from 18 ports around the world who comprise the special committee on large ships of the International Association of Ports and Harbours were impressed by what they saw at Hunterston, on the Ayrshire



coast, where the Clyde Port Authority is building the jetty for Europe's biggest ore terminal.

The £100 million terminal for the British Steel Corporation, due to be completed later this year, will be capable of berthing bulk carriers up to 350,000 dwt.

The visit by the IAPH party as guests of B.S.C. took place at the end of a three-day meeting in Glasgow which was hosted by the Clyde Port Authority.

Clydeport's Deputy Chairman and Managing Director Mr. James P. Davidson is on the executive committee of the IAPH and Harbour Master Captain Arthur T. Young is a member of the special committee on large ships.

Top of the committee's agenda during their meetings in Glasgow was the safety of supertankers and big bulk carriers—a topical subject following the recent tanker disasters in the Channel and off the Norfolk coast.

### **£660,000 railhead redevelopment starts at Clydeport Container Terminal**

Glasgow, 6th June 1978 (Clyde Port Authority):—Work is now to begin on a £660,000 redevelopment of the railhead at the Clydeport Container Terminal in Greenock which will allow rail movements using Freightliner to increase five-fold.

Half the cost of the project is being met by a grant from the Secretary of State for Scotland, the Rt. Hon. Bruce Millan, M.P., under the Railways Act, 1974.

At present, the railhead handles about 5,000 containers annually with the rest of the traffic moving to and from Greenock by road.

When the improved facilities are operational in about 12 months' time the railhead will be able to deal with up to three trains daily—instead of the present one—and 25,000 boxes a year.

"This will greatly enhance the services available to our customers who route boxes through Greenock from the south," said Mr. James P. Davidson, deputy chairman and managing director of the Clyde Port Authority.

"The shipping lines, local authorities at regional and district level and Freightliner supported the Authority's application for the necessary grant to undertake this project," he added.

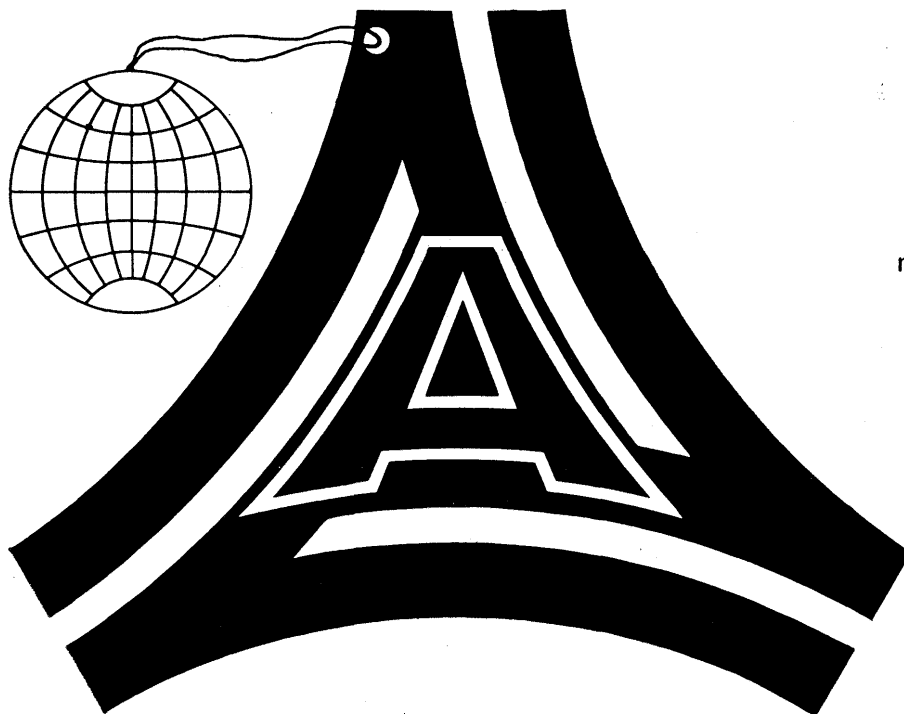
The railhead, which has been operating since 1971, is linked to the nationwide Freightliner network at Dudley, in the Midlands, Longsight in Manchester and Willesden, London, via the Gushetfaulds Freight-liner base in Glasgow.

The redevelopment work includes the provision of a new rubber-tyred Transtainer for loading and discharging boxes from the trains, up-grading the approach tunnel and track at the railhead and rebuilding the bridge across Brougham Street, which links the railhead with the container terminal.

Nearly half the new investment will be in the 30-ton Transtainer for which an order has been placed with Paceco International who have arranged for the machine to be built in the UK under licence arrangements with Vickers Ltd of Newcastle-upon-Tyne.

### **Cardiff chosen for new Nigerian service**

London, 5 June 1978 (British Transport Docks



***multi-purpose  
and  
permanent***

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

**PORT OF  
ANTWERP**

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

Board):—Cardiff has been chosen as the sole UK port of call for a new West African container service between Britain and Nigeria, planned to start in July. The Nigerian port of entry will be Warri.

Operated by Sea Dantainer Lines Limited, it is the first fully containerised service handled by the British Transport Docks Board's South Wales port and will build up to a regular basis of one ship calling at the port every three weeks.

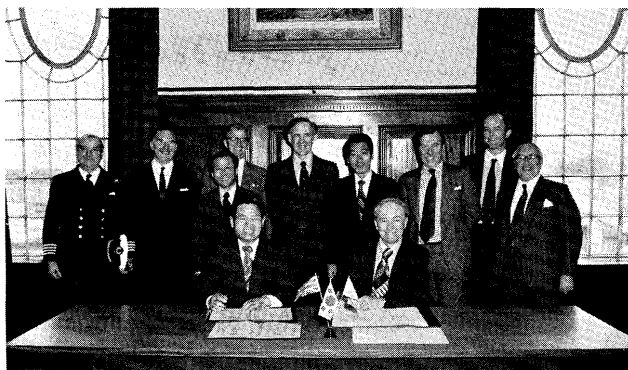
Commenting on the new service, Mr. Ray Wareham, Cardiff Docks Manager said: "We are naturally delighted that Sea Dantainer have chosen Cardiff as the sole UK port of call. The workforce has proved itself capable of dealing with containers in the past and is keen to make a success of this first fully containerised service.

"Cardiff offers sufficient space for the movement and storage of containers and is ideally situated for the industrial areas of the West Midlands, the anticipated catchment area, with first class road communications and freightliner service. It's a new service and a new venture for the port and one to which everyone concerned is looking forward."

### Port of Busan and Port of Southampton enter twinning arrangement

London, (British Transport Docks Board, Southampton):—A ceremony has been held at Southampton (on Friday, 5th May, 1978) to mark the "twinning" of the Korean port of Busan and the British port of Southampton.

The twinning between the two major international seaports is the result of a visit to Southampton, in May 1977, by Mr. C.S. Kang, Administrator of the Korea Maritime and Port Administration, who recognised several similarities between the two ports in terms of their facilities and progressive development.

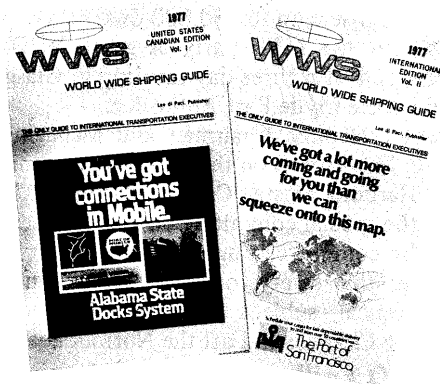


**PORT TWINNING CEREMONY:** Officers of the British Transport Docks Board, the Korea Maritime and Port Administration, and the Korean Embassy, witnessing the signing of the documents formalising the twinning of the Port of Busan and the Port of Southampton.

### Record discharge of citrus fruit at Cardiff docks

London, 12 May 1978 (B.T.D.B.):—Dockers at the British Transport Docks Board's Welsh port of Cardiff have broken all previous records for the discharge of citrus fruit.

The first vessel of the 1978 season for South African citrus fruit, the m.v. "Wild Avocet", arrived in Cardiff on



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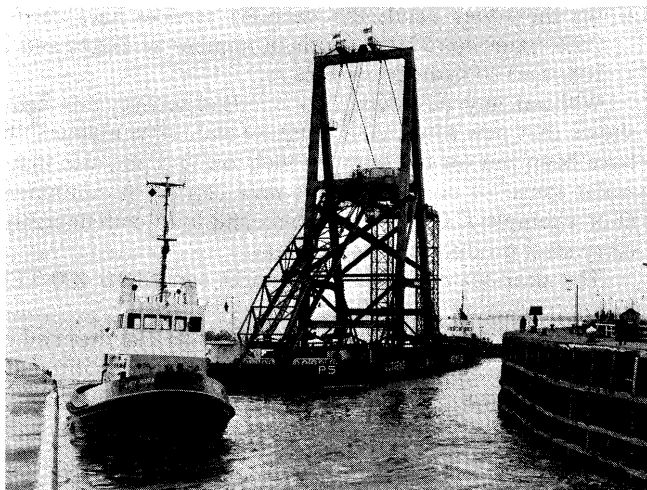
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This British Transport Docks Board container crane, seen arriving at Hull recently, at the end of a 640-mile sea journey from Newport, South Wales, will double the capacity of the port's Queen Elizabeth Dock container terminal. After modifications, enabling it to operate on existing tracks, the 28-tonne capacity crane will join the present 40-tonne crane which has been operating at the terminal since 1971. The 160ft high crane, weighing 480-tonnes, was towed from South Wales by the "Lady Moira"—the newest and most powerful vessel to fly the flag of Humber Tugs Ltd.,—taking five days to reach its destination. (19th April 1978)

Wednesday, 10 May with a cargo of 185,000 packages of oranges and grapefruit. At the end of the first full day's working, more than 56,000 loose cartons had been unloaded, sorted to counts, and palletised in shed awaiting delivery instructions.

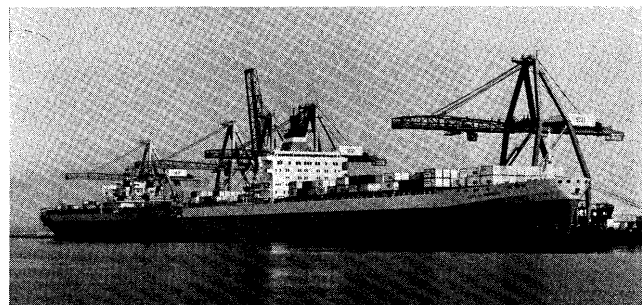
Chairman of the dockers' Port Committee, Mr. Ken Skinner is justly proud of this achievement. "Cardiff's dockworkers are now firing on all cylinders," he said, "and one gang alone has discharged 426 tonnes in a single shift, and that beats any record attained before now."

### First vessel scheduled for new Southampton Container Berth

London, 18 May 1978 (B.T.D.B.):—The Ellerman Harrison Container Line vessel 'City of Durban' will now definitely make the first direct UK call of the Southern Africa/Europe Container Service at Southampton on Bank Holiday Monday, 29 May, following the successful conclusion of negotiations between the British Transport Docks Board and all groups of staff over pay and working arrangements for the Container Terminal at Berths 204/5/6.

BTDB port director for Southampton, John Williams, expressed satisfaction at the outcome of the latest talks. "We are very pleased to have concluded agreements with all groups of workers, who have accepted the need to get the new Berth 206 operating as well as the fact that we could not go outside the Government's pay guidelines.

"Now we must all do our utmost to give the operators the sort of service for which they chose Southampton in the first place," Mr. Williams added.



**SOUTHAMPTON CONTAINER PORT:** Tuesday, 30th May, 1978 saw the inaugural call at Southampton by the Southern Africa Europe Container Service. The Ellerman Harrison Container Line vessel "City of Durban" (right) made the first call and shipped nearly 1,000 containers before sailing to South Africa. On the following day Southampton's new container berth, No. 206, an extension of the adjacent Berths 204 and 205, came into operation for the first time, handling NYK Line's "Kitano Maru" (left) which is a member of the Trio Lines Far East fleet. The inauguration of the new berth and the commencement of the SAECS operation at Southampton establishes the port as Britain's principal deep-sea container facility.

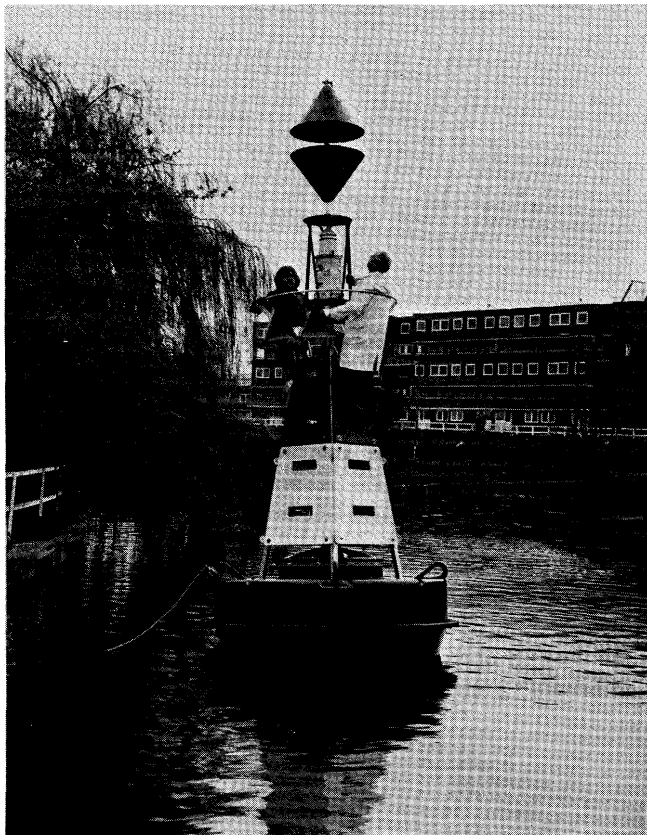
### Record is broken



**THE "TORAI MARU"** docked at Bassens-aval: She is the largest ship to have navigated the estuary to be handled by the Bassens facilities in Bordeaux.

Bordeaux, France, 11th May, 1978 (Press Release from Port of Bordeaux Authority):—The Japanese bulk cargo carrier, "TORAI MARU", carrying 12,000 tons of soya cake from Brazil, docked safely at the port's facilities in Bassens-aval.

"TORAI MANU", whose agents in Bordeaux are JOKELSON & HANDTSAEM, is a 228.60 meter long vessel with a beam of 32 m. The 68,261 d.w.t. ship is the largest vessel ever to navigate the estuary for handling in Bordeaux-Bassens.



**NEW BUOY FOR OPEN SEA USE:** Testing a 7½-foot diameter GRP light buoy for stability. The colours and cones on this buoy indicate an east mark in the new cardinal system already in use in the North Sea. This new lightweight buoy for open sea duty (2.3 tonnes) is now in production at AGA Navigation Aids Ltd., Brentford. The first batch of eight buoys is to be delivered to Melbourne, Australia, for the Department of Transport. Known as the BS41 Mk. 2, the buoy has twice the battery capacity and nearly twice the gas cylinder capacity of earlier buoys in this size, making it possible to leave it on station for up to two years without replacing batteries or cylinders. (June 2, 1978)

It was only on the 25th. April last that the "VESTERØY" a 224 meter long, 63,000 d.w.t. vessel had her name inscribed in the Port of Bordeaux's book of records. She headed the list for one short week.

In her turn, "TORAI MARU" has proved, by docking opposite the site of the future edible oil refining plant at Bassens, that the installations there are well capable of handling and accommodating the large cargo carriers.

## Dunkirk container news

Dunkirk, France, February-March 1978 ("Dunkerque News"):-Dunkerque handled 30,655 TEU boxes in 1977, quite an important loss compared to 1976 traffic figures. Two containerised traffics can be distinguished:

- on the one hand the cross-Channel traffic: only over half of 1976's traffic was recorded in 1977: 20,255 TEU boxes; this comes from the spring strike which put this traffic to a stand-still for two months and caused the lo-lo container service between Dunkerque-West and Harwich to be suspended.

- on the other hand, the deep-sea services have carried 25% more containers (both in number of boxes and in tonnage) compared to 1976.

Without any new fully containerised service, this figure shows that new ships, multi-purpose and full containerships have been put on the lines by their owners, and also that a wider range of commodities is now carried in containers. (For example C.G.M.'s new ro-ro and lo-lo containerships carry steel products in containers).

The deep-sea containerised services carried 10,400 TEU boxes containing 150,000 tons of goods.

With the commissioning of the Quay de Flandres and of the fourth container gantry crane, all container facilities are now operational at Dunkerque-West.

## Bremen International

### • Klöckners own Crane-Driver School

Bremen, 5.5.78 (BremIn). Inaugurated a good half-year ago, the Bremen Klöckner steelworks' own crane-drivers school has proved satisfactory. Interested works employees are given practical and theoretical instruction in the basic ideas of crane-driving in a three-weeks, full-time, training period. This is followed by a precision-training given by a crane-driver teacher on a practice-crane. (For more apply: Messrs. Klöckner Presse und Information GmbH. Tel: 0203/3961).

### • Gerhard Beier on Problems of Seaport-Economy Policy

Bremen, 16.5.78 (BremIn). Gerhard Beier, board chairman of Germany's largest port-operating company, BLG, discussed the requirements for a successful seaport traffic and economic policy—in a lecture on the infra- and supra-structure of the Bremen ports. Firstly the economic development of the total neighbouring coastal region depends upon adaptability of traffic conditions to the changing relationships in external-trading transactions; on the capacity and quality of the sea-lanes; and, finally, on the closed-water data of the port. To ensure maximum investment-effectiveness—to attain greatest economy for capital invested—it is necessary, according to Beier, to plan with care according to the objective data to hand; so that (in close contact with both public and private sectors) organisatory structures are chosen and developed further, whereby concentrated use of investments result; so that the port economy commands a high-grade technological and operational-organisation, in order that the high-quality demands of the market are satisfied and have to contain all the port-operations, in close cooperation one with another, as a single unit, whilst still maintaining their individual specialisations; allowing the potential-market to be worked intensively and so obtaining the maximum possible share of the market. Infrastructure measures thereby deserve high priority. By these means, said Beier, the Bremen ports have, for decades, achieved a high degree of capacity utilisation. (For more: BLG, D-2800 Bremen. Tel: 0421/3896475. Telex: 02 44 840).

# Port of Le Havre — Antifer 1977

## Port of Le Havre Series No. 4

(IAPH 11th Conference at Le Havre, May 12-18, 1979)

### GENERAL DESCRIPTION AND CHARACTERISTICS OF THE SITE

The oil terminal of Antifer is situated 12 miles (20 km) North of the Port of Le Havre's access channel and 3 miles (4 km) South of the Cap d'Antifer at St-Jouin-Bruneval.

At the end of the first stage of its construction (designed to receive vessels of 550,000 dwt) the oil terminal has:

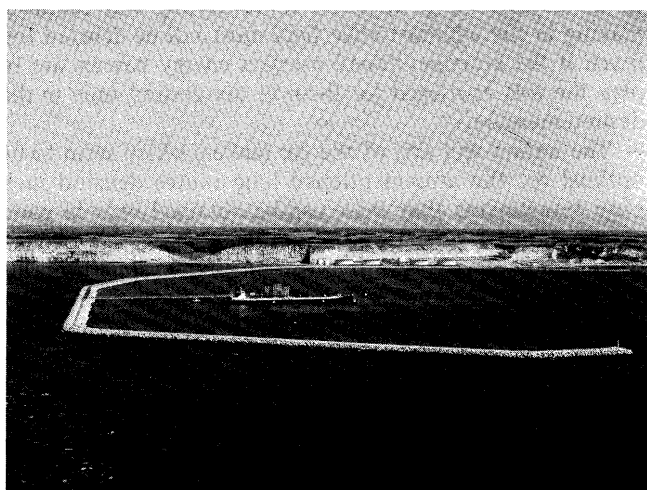
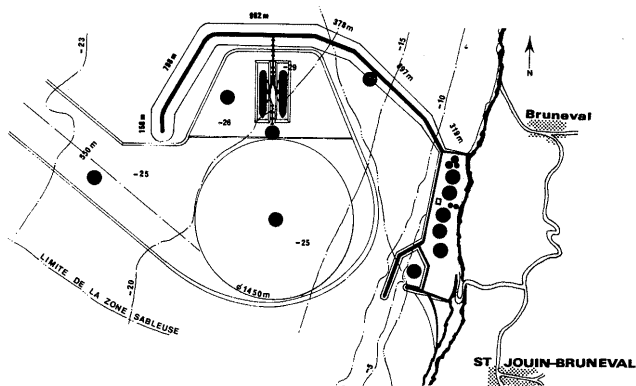
- A 20 acres (8 hectares) (A) service port sheltering the tugs and other serving vessels.

- Storage area of 87 acres (35 hectares) (B) at the foot of the cliff: length 4,265 ft (1,300 m) average width 820 ft (250 m) intended for oil reservoirs (900,000 m<sup>3</sup> possible) and port installations.

- A Northern sloping breakwater (C) which is 11,483 ft (3,500 m) long built to a depth of -26 to -72 ft reaching -22 m.

- An access channel (D) dredged to -82 ft (-25 m) 1,804 ft (550 m) wide, a swinging circle (E) 4,757 ft (1,400 m) in diameter, a manoeuvring area (F) at -85 ft (-26 m) boxes alongside the berths (G), at -98 ft (-29.80 m).

### Antifer Oil Terminal



Port of Le Havre-Antifer: General view with a tanker berthing there.

- Two oil berths designed for vessels of 1,000,000 dwt joined to the reservoirs by pipe-line.

The oil, directly unloaded from the vessels into the reservoirs, is pumped to the Port of Le Havre's installations by means of a 15 mile (25 km) long pipe-line.

### FINDINGS AFTER THE PORT OF ANTIFER WAS PUT INTO OPERATION

The port of Le Havre-Antifer received 148 super-tankers in 1977 compared with 100 for the last 9 months of 1976.

The average dead weight reaches 329,000 dwt compared with 285,000 dwt in 1976.

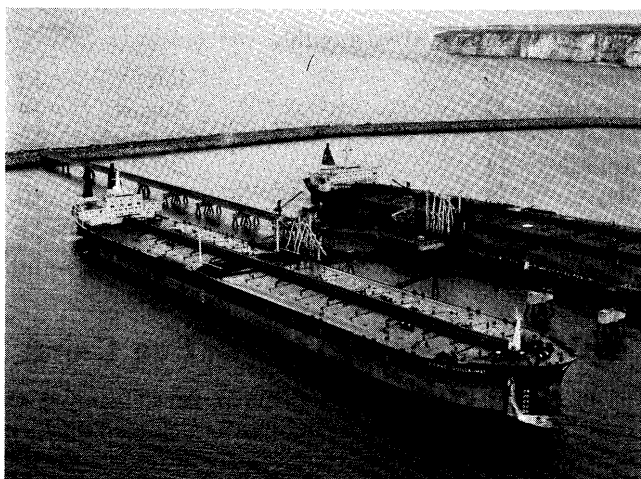
The average cargo amounts to 200,000 tonnes, this showing the bulk of lightening operations compared with the average dead weight.

It is worthwhile taking notice that the percentage of ships having lightened in Antifer reaches now 65.5%.

Moreover, the function of "dispersal port" grows too

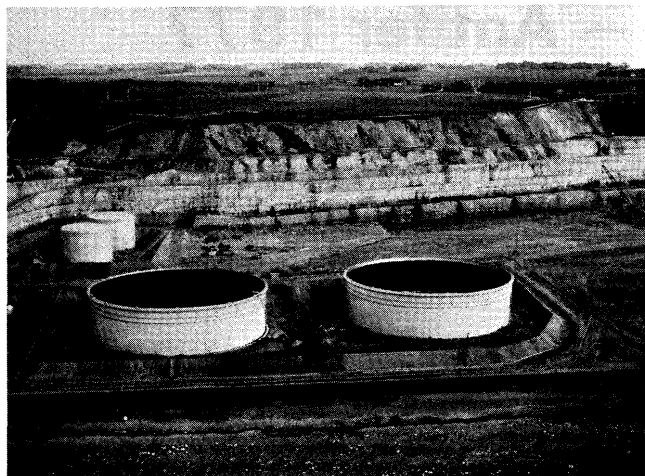


Port of Le Havre-Antifer: General view with a tanker berthing there.



Port of Le Havre-Antifer: Two tankers berthing there. In particular the "Pierre Guillaumat" (554,000 tdw).





Port of Le Havre-Antifer: Two tanks on the storage area.

since the involved traffic has increased by 6.9%.

#### Tonnage

Unloaded crude oil (in million tonnes)	28,9
Total dead weight of received ships	47,7
Number of ships having unloaded oil	145
Number of ships having lightened	95

#### Number of ships on the basis of their dead weight

200,000 to 250,000 dwt	25
250,000 to 300,000 dwt	76
300,000 to 400,000 dwt	29
over 400,000 dwt	15
<b>TOTAL</b>	<b>145</b>

#### Number of ships on the basis of draught

below 20 m	24
from 20 to 20,50 m	22
from 20,50 to 21 m	22
from 21 to 22 m	44
from 22 to 23 m	26
over 23 m	7
	<b>145</b>

#### Number of ships received monthly

January	16	July	12
February	13	August	14
March	11	September	10
April	11	October	12
May	12	November	10
June	13	December	11

These figures are related to the oil port of Le Havre-Antifer only.

### 750,000th ship on North Sea Canal

Amsterdam, March 1978 ("Haven Amsterdam"):-On 16th February, the TOR SCANDINAVIA entered the locks at IJmuiden en route to Amsterdam with more than the usual fanfare. For this voyage not only marked the 1742nd sailing of a TOR Line vessel in or out of Amsterdam, but was the 750,000th vessel to pass on the North Sea Canal

since that waterway was opened November 1st, 1876.

A group of dignitaries headed by Amsterdam Alderman for the Port Mr. C.H. Goekoop and his colleague Mr. H. van der Werff of IJmuiden/Velsen, joined the vessel at the Noordersluis, and a reception was held as the giant passenger ferry moved to the Scandia Terminal in the Suez Haven. The TOR Line has carried more than 900,000 passengers in and out of Amsterdam since it began operations in 1966. It expects to carry its millionth passenger on one of the three weekly services to Gothenburg sometime this autumn.

The North Sea Canal was a great engineering feat and the mid-February event memorable in its own right.

### Energy Symposium: conclusions and recommendations

Rotterdam (Rotterdam newsreel in Rotterdam Europort Delta 78/1):-The Netherlands Maritime Institute, having seen and heard scenarios, papers and discussions presented at the Energy Transport Symposium organised in Rotterdam, has arrived at the following conclusions and recommendations:

— Considering the nuclear energy policy pursued in Holland, our country will be forced as early as in the 1980s to carry natural gas and coal supplies long to very long distances if it wants to ensure that energy supplies and demand are balanced. In principle this offers possibilities for saving on transport costs by a further scale increase, which in itself is also a condition for these supplies.

— Small additional investments will enable the existing pipeline systems and other infrastructural facilities to give new impulses to the development of the transit function of the Dutch ports. For natural gas the possibility to bridge the time lag between production and consumption at home and in the hinterland from one's own gas reserves ('banking' function) is a major advantage.

— The hazards to man and the environment involved in seaborne supplies of liquefied natural gas are of such a nature that they do not differ unfavourably from other hazards which have been accepted by society and which are considered unavoidable for economic development.

— The 'lead times' necessary for the further development of the facilities have appeared to be so long that decision-making in the administrative field must not be delayed too much if the aforementioned overseas energy bearers are to play the role envisaged for them at the desired time in the desired measure.

— The nature and size of the gas tankers which seem to be optimal for the aforementioned long routes demand such huge investments that these can be obtained only in good cooperation of public authorities, importers, shipowners, bankers, designers and yards. An early start of this cooperation may have an important catalysing effect on Dutch technological know and employment in the long-term.



# Port of Rotterdam suffered slight loss in 1977

Rotterdam (Rotterdam "statistics" in Rotterdam Europort Delta 78/1):—The Statistical Department of the Rotterdam Municipal Port Management prepared the following figures for the year 1977 at the turn of the year. Of course, these are only provisional figures. The definitive results, which will no doubt differ on some points, will be available in March.

## Number of ocean-going ships

The total number of ocean-going ships calling at the Port of Rotterdam had risen year by year until 1973. From then on a decline set in, which continued in 1977 too. In this year the number of ocean-going ships calling at Rotterdam was about 30,600, or roughly 1350 fewer than in 1976.

## Net Register Tonnage

The drop in the number of visiting ocean-going vessels following 1973 was due in part to an increase in the numbers of large and very large ships. It is therefore a striking fact that in 1977 the aggregate volume of shipping, measured in Net Register Tons, dropped for the first time since the war, by c. 2.8 million or 1.5 per cent to a total of 180.4 million NRT.

## Goods transhipment

The overall volume of goods loaded and unloaded by ocean-going vessels fell from 283 million tonnes to 272 million tonnes, a drop by 11 million tonnes of 4 per cent.

The two aggregate figures do not include the quantities of oil which ships are wont to bunker in Rotterdam (about 10 million tonnes annually).

## Crude oil

1. Total landed and loaded oil cargoes of ocean-going ships with transhipment (i.e. all the crude oil loaded and unloaded at Rotterdam) were about 138 million tonnes in 1977, a drop of 10 million tonnes or 7 per cent on 1976.

2. Maritime transit and transhipment (in fact all the crude oil loaded in Rotterdam, usually into smaller tankers) fell by over 6 million tonnes (—25 per cent) to approximately 18.5 million tonnes. The actual loss is 12 million tonnes, since the oil which was not landed could not be transhipped either.

Maritime transit also dropped, mainly due to the following factors:

- a. increased production of oil on the North Sea,
- b. growing competition by other ports and the transhipment of part of the cargo of very large carriers to smaller tankers on the high seas (Berry Head).
3. The supply by sea of crude oil destined for processing in the Netherlands and for transit to West Germany and Belgium was roughly two million tonnes up on 1976, a rise of 2.3 per cent.

## Ores

Landings of ore in the year 1976 had already lagged behind those of 1975. The cause was the worldwide

recession in the iron and steel industry. The year 1977 brought no improvement; on the contrary. Ore landings dropped again, especially in the last few months of the year.

Notwithstanding the acquisition of rail transit to the Saar industrial region in West Germany, ore transhipment in 1977 remained confined to approximately 31 million tonnes, a drop by about six per cent.

## Grains, feeds, fertilizer and other dry bulk goods

This sector kept well. Notably grains and derivatives rose by about one million tonnes (five per cent).

## Coal

Coal transhipments increased especially during the final quarter of 1977. Landings and loadings taken together attained a level of 8.1 million tonnes (15 per cent up). More German coal was taken in transit to overseas destinations (30 per cent up); landings from overseas were about five per cent higher.

## Containers

The effect of the February strike in the port of Rotterdam on the development of container transport was only temporary. In August a growth of about 20 per cent was recorded in terms of the weight of transhipped goods.

As a result of the strike in the U.S. container business, which lasted about two months, the picture did not remain so rosy. On balance the year 1977 showed a ten-per cent growth in the number of transhipped containers. Rotterdam handled 900,000, compared with 816,000 in 1976. The volume of container-shipped goods rose by 13 per cent, from 9.5 million tonnes to 10.8 million tonnes.

## Ro-ro transport

An initial fall-off due to the February strike turned on balance into a gain of about nine per cent for the year: 3.4 million tonnes compared with 3.1 million tonnes.

## Lash transport

Lash transport, which after a fairly good start had fallen off, increased by about 21 per cent in 1977. The increase is entirely due to a positive development in outgoing cargo offerings. A contributing factor is the extension of the area served to include the Middle East.

## Conventional general cargo

The overall volume of goods loaded and unloaded by ocean-going liners showed a slight rise in 1977, mounting from 27.5 million tonnes to 27.7 million tonnes. In view of the share taken in this transport by containers, ro-ro and Lash transport, the conclusion is warranted that the substitution of the said modern forms of cargo handling for the traditional general cargo is still continuing.

Other general cargo dropped from about 13.8 million tonnes to just over 12 million tonnes, a decline by roughly 12.5 per cent.

## Rotterdam-Europoort 1977 estimates

Total maritime goods	1977	1976	
transport (excl. bunkers)	272.000.000	283.104.000	-4 %
Crude oil	138.000.000	148.480.000	-7,1%
Coal	8.100.000	7.006.000	+15,6%
Containers			
number	900.000	816.181	+10,3%
goods volume	10.800.000	9.543.242	+13,2%
Ro-ro	3.400.000	3.117.291	+9,1%
Lash	1.500.000	1.238.271	+21,1%
Grains & derivatives	21.000.000	19.984.000	+5 %
Ores	31.000.000	33.100.000	-6,3%
Number of vessel	30.638	31.993	-4,3%
NRT	180.387.000	183.205.000	-1,5%

## Port of Helsingborg

### Leading Ports of Sweden

Helsingborg, June 9, 1978:—The size of a port can be measured in various ways. Not seldom the acreage is used as a yardstick, and the same goes with labour force, number of berths, cranes or sheds, etc. Such information is, no doubt, interesting for the user, may it be a shipowner, a shipper or a forwarder. However, in the end it must be more important to know about the productivity and operations of a port.

Therefore, most probably a better criterion when comparing the efficiency of ports would be the productivity, in other words cargo throughput, ship arrivals, number of motor-cars and passengers using the port facilities.

An analysis of the Swedish ports in these respects may astonish those who have little or no association with shipping, transport or port operations because the picture has changed a lot during the last 10-15 years. Modern transport methods and innovations in cargo handling equipment have contributed largely to the new situation, and so has improved port constructions.

Traffic and cargo throughput at the leading Swedish ports can be studied in the enclosed statistics for the year 1977. The figures derive originally from the individual ports. The information under each separate heading proves that Helsingborg is the leader in all respects with the exception of mineral oils, where Gothenburg is bigger. Here follow a few comments.

- A. Considering ship arrivals/departures and corresponding tonnage Helsingborg is absolutely unbeatable. In average a vessel is calling and departing every four minute, day in and day out throughout the year.
- B. The total amount of seaborne cargo via Helsingborg has steadily increased during the years and the port is safely placed as No. 2 with 7.8 million tons of freight, while the largest oil harbour is the leader.
- C. At Helsingborg dry cargo is mainly consisting of RoRo freight, other units and bulk cargo. Comparatively little manpower is thus required per handled ton of freight.
- D. A substantial share of the turnover of the ferry lines originate from shipped lorries, passenger cars and other motor vehicles. The number of such units arrived at nearly 1.5 million, which is by far more than all other South Swedish ports had together.
- E. The international passenger traffic at Port of Helsingborg is unique and so large that it accounts alone for half of all ferry travellers in Sweden. In average



**PORT OF HELSINGBORG—North Harbour:** The ferry terminals in the North Harbour are centrally located in the city. In the front is seen the new RoRo facility "Sundsterminalen" and in the distance the ferry berths for short sea traffic. The Ocean Terminal for general cargo ships on deep sea routes occupies the central part of the picture.

48,000 people use the ferries of Helsingborg on a daily basis.

### PORTS IN SWEDEN TRAFFIC 1977

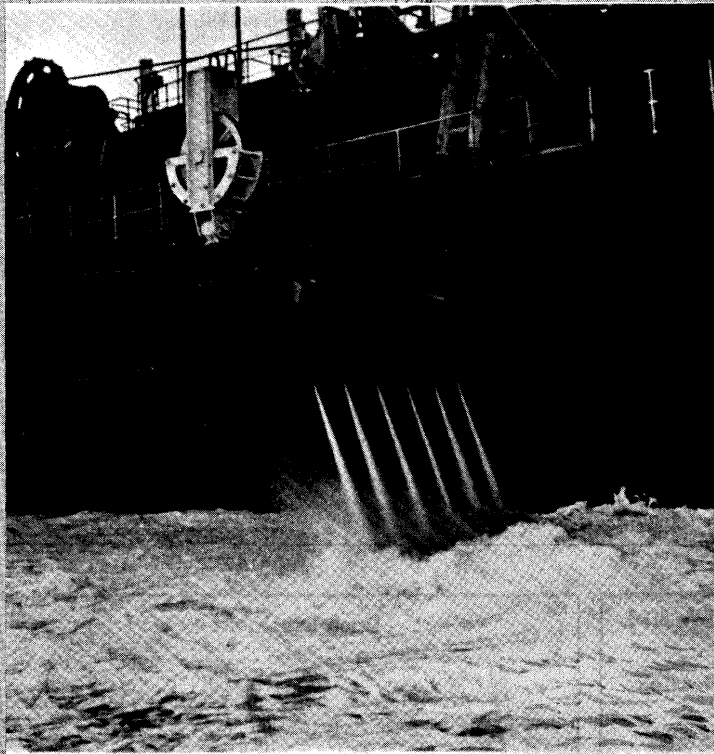
MOVEMENTS OF SHIPPING AND TONNAGE	Arrivals & Departures	Net. reg. tons
1. Helsingborg	141 010	80 422 156
2. Gothenburg	32 622	56 069 124
3. Trelleborg	9 388	26 708 134
4. Stockholm	28 187	25 603 200
5. Malmö	37 343	17 404 551
6. Landskrona	15 031	16 436 394
7. Limhamn	17 897	12 821 194
8. Varberg	3 764	6 896 196
9. Ystad	4 480	5 524 855
10. Luleå	1 235	4 936 428

CARGO INCL OILS - TONS	Oils	All cargo
1. Gothenburg	13 516 609	19 732 468
2. Helsingborg	1 012 299	7 837 267
3. Luleå	757 111	6 001 054
4. Stockholm	2 739 500	5 295 200
5. Gävle	1 690 000	3 733 000
6. Trelleborg	74 187	3 545 829
7. Norrköping	2 082 257	3 452 149
8. Oxelösund	1 846 781	3 373 295
9. Karlshamn	1 650 223	3 212 526
10. Malmö	1 693 742	3 178 926

DRY CARGO (GENERAL & BULK)	Tons
1. Helsingborg	6 824 968
2. Gothenburg	6 215 859
3. Luleå	5 243 943
4. Trelleborg	3 471 642
5. Stockholm	2 555 700
6. Gävle	2 043 000
7. Karlshamn	1 562 303
8. Oxelösund	1 526 514
9. Malmö	1 485 184
10. Norrköping	1 369 892

(Continued on page 62 bottom)

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## "TOKUSHUN MARU NO.1"

### Principal Particulars

Gross tonnage.....	6,251.21 tons
Hopper capacity.....	4,000 cubic meters
Hopper loadage.....	5,600 tons
Dredging pump.....	10,000 cubic meters/hour x 2
Jet pump.....	800 cubic meters/hour x 2
Dredging depth.....	max 30 meters
Positioning system.....	Coordinate display
Distance meter.....	AUDISTER (electronic distance meter)

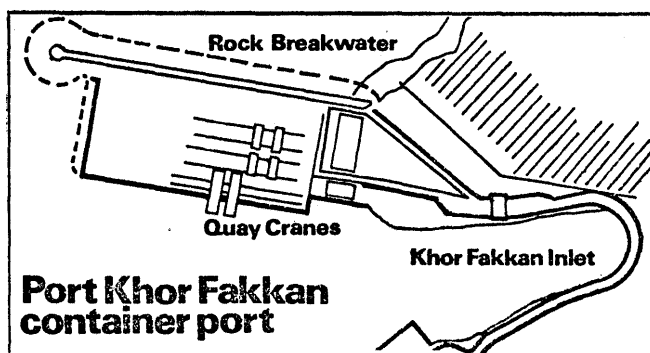
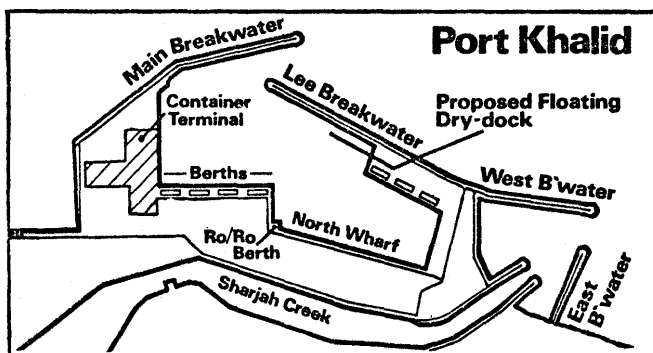
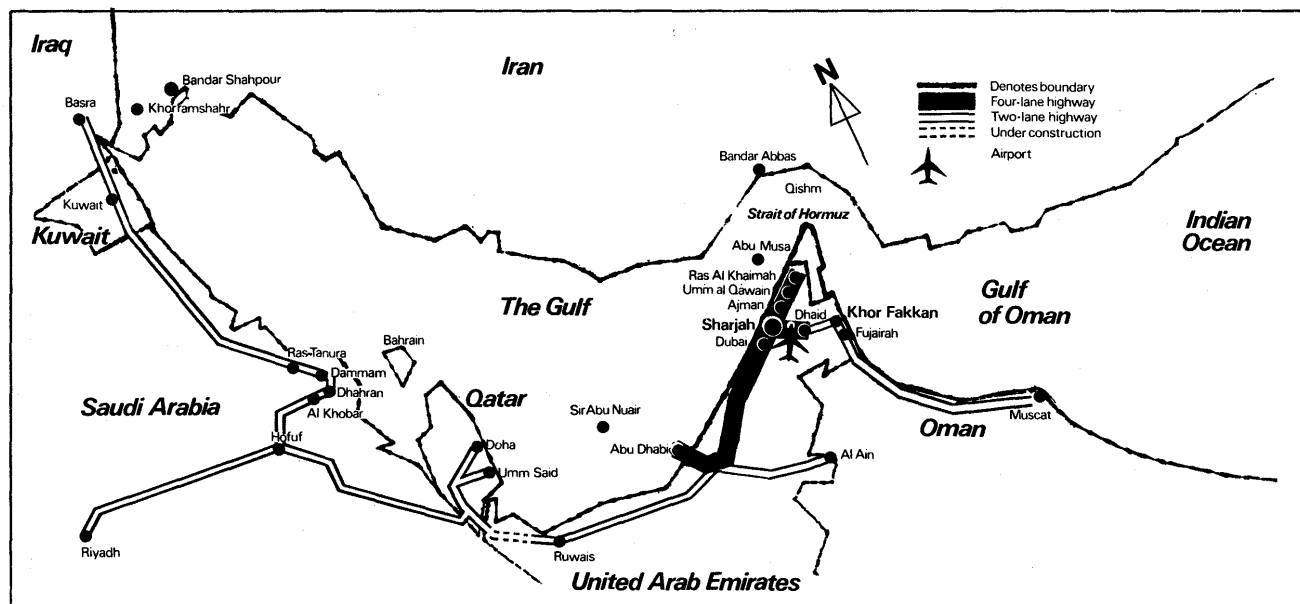


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## Port Khalid and Port Khor Fakkan, Sharjah, U.A.E.



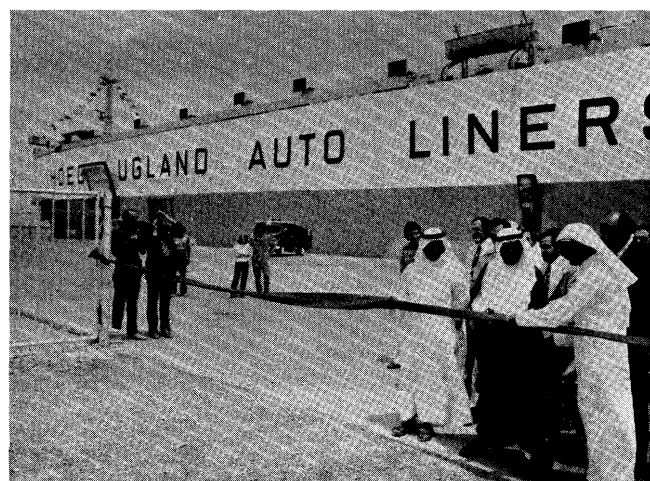
(Continued from page 60)

### MOTOR-CARS IN RORO TRAFFIC (INTERNATIONAL)

	Nos.
1. Helsingborg	1 459 887
2. Gothenburg	684 387
3. Limhamn	405 659
4. Stockholm	238 059
5. Trelleborg	203 758
6. Landskrona	180 078
7. Ystad	131 803
8. Varberg	125 504
9. Nynäshamn	113 743
10. Malmö	82 747

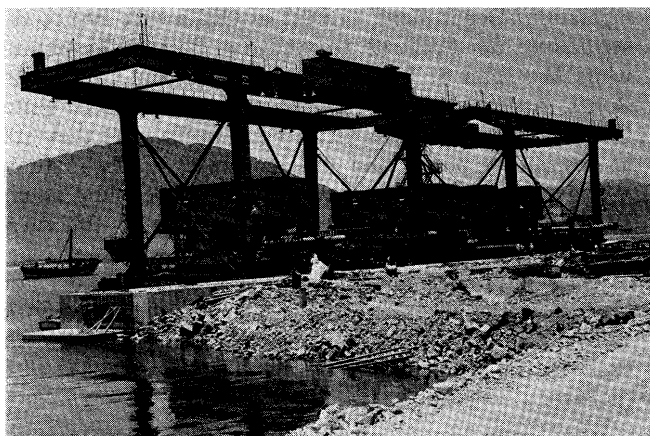
### PASSENGER TRAFFIC (INTERNATIONAL)

	Nos.
1. Helsingborg	17 647 267
2. Gothenburg	3 560 179
3. Malmö	3 500 000
4. Stockholm	3 387 100
5. Landskrona	2 684 882
6. Limhamn	2 339 827
7. Trelleborg	882 941
8. Ystad	460 909
9. Varberg	453 690
10. Nynäshamn	428 529



**NEW UAE RO-RO TERMINAL OPENED BY RULER OF SHARJAH:** His Highness the Ruler of Sharjah, Sheikh Sultan Bin Mohammed Al-Qasimi (centre), cuts the tape at the formal opening of HUAL's new 250,000 sq.ft. ro-ro transshipment terminal at Port Khalid, Sharjah. In the background is HUAL's ocean going ro-ro car carrier "Laurita". (19 May, 1978)





Port Khor Fakkan, Sharjah: Seen here at Sharjah's Port Khor Fakkan, on the barge that brought them from Hiroshima, Japan, are two yard stacking cranes that will serve the port's new deep-water container terminal. Two ship-to-shore gantries and four stacking cranes arrived in the port on two giant barges after an eight-week passage from Japan, towed by the ocean tug "East Sea", 7,500 h.p. Built by Mitsubishi, all six cranes were shipped partly-erected to save assembly time at the terminal site. Port Khor Fakkan opens later this summer.

### Webb Dock—Port of Melbourne (See front cover also.)



Webb Dock—the Port of Melbourne's busiest roll-on roll-off complex which was first opened to shipping in 1959, when the Australian National Line and the Melbourne Harbor Trust Commissioners pioneered Ro-Ro shipping with the advent of the passenger vehicular ferry "Princess of Tasmania". Currently a four berth complex with part of the reclamation completed for the fifth berth, Webb Dock handled 3.45 million tonnes of cargo during the last financial year.

### Portland exceeds million tonne mark



The above photograph shows the Harbor Trust Chairman, Mr. T.C. Jarrett, presenting a framed photograph of Portland harbor to the Master of the "Woko Maru", Captain H. Hamata.

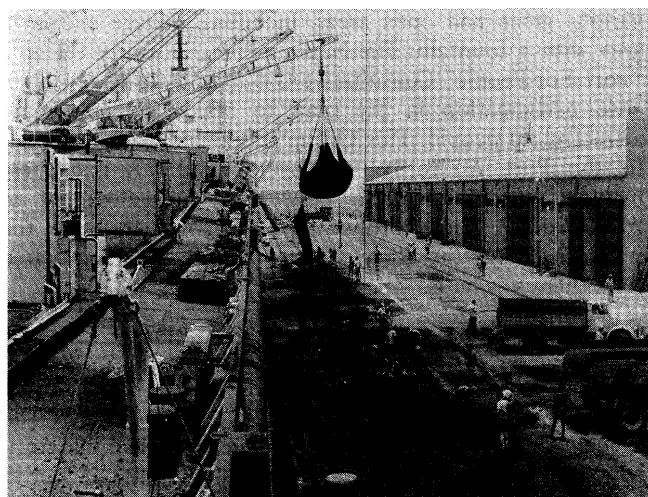
Portland, Victoria, Australia, May 10th, 1978 (Portland Harbor Trust Commissioners):—A major milestone in Portland's long history was reached early this week when, for the first time, the tonnage of cargo handled through the port in a single year exceeded the million tonne mark.

This all-time record was established at 9.30 a.m. on Monday during the loading of a cargo of bulk wheat being shipped aboard a Japanese carrier, the "Woko Maru".

"It has taken just on 28 years for us to record our first million tonnes", Mr. Jarrett said, "and we are now looking forward to the day when we will be handling two million tonnes a year."

To mark the occasion the Harbor Trust Chairman, Mr. T.C. Jarrett, presented a framed aerial photograph of the port to the vessel's Master, Captain H. Hamata.

### Port Paradip, India



PORT OF PARADIP: Situated at Lat. 20°-15'-56" N and Long. 86°-46'-34" E on the east Coast of India. A Major Port, opened to Traffic in 1967. One fully mechanized Iron

**Ore Berth, one long quay of 900' for General Cargo, one Mooring Buoy Berth inside Port. Draught at Iron Ore Berth is 39 ft. at Mooring Buoy berth is 36 ft. and at the General Cargo Berth is 35 ft. Ships up to 80,000 DWT and 800 FT LOA accepted. Average rate of loading of Iron Ore is 20,000 MT/Day. Port is connected with Railway net work and has excellent open and closed Storage facilities. The Port is known for efficiency in handling and for personal attention by Port Officials. (Paradip Port Trust)**

## No. 2 Pier turns green under port redevelopment plan

Nagoya, March 1978 (Nagoya Port News):—To make Area No. 2 a place people will find attractive, the plans to redevelop it have jelled after much consideration, including the hearing out of the wishes of people themselves. This is a big step in getting started. The Area No. 2 has now aged considerably, so the plan is to reclaim the basin between the Central and East Piers and update the old port facilities. Since this area is perfect for the "port for people" project, plans call for it to be dotted with greenery and open spots.

In the just formulated "Area No. 2 Pierside Green Park" plan (tentative name), the project to redevelop the Area No. 2 into an area people will be attracted to is spelled out rather concretely, and the work will soon be started. The key themes in the redevelopment are: 1) Development of this area serving as the port entryway into a sort of "symbol zone" which people will find easily accessible; 2) the construction of a facility in the middle of it which would permit overall port observation; 3) an exhibition site devoted to diffusion of maritime-related information; and 4) provisions for attractive green areas and open spaces.

In the concrete, a 3-story port building with observation and exhibition facilities is to be constructed. The various floors are to have a tourist desk, a lobby, exhibition rooms and a combination conference hall and projection room. In the plans, the top of the building features a 30-meter high observation room.

On the other hand, the middle of the park will have various green and open areas, including a stage and lawn area with a fountain. The Nagoya Port Authority set up a "Port For People" Consultative Group as a means to obtain civic participation in the plan to make the port more attractive to people. This Group submitted their proposals to the Port Authority in November, 1977, and these included specific requests concerning redevelopment of Area No. 2. Such proposals were considered by the Authority, and the Redevelopment Plan that eventuated took them as a basis.

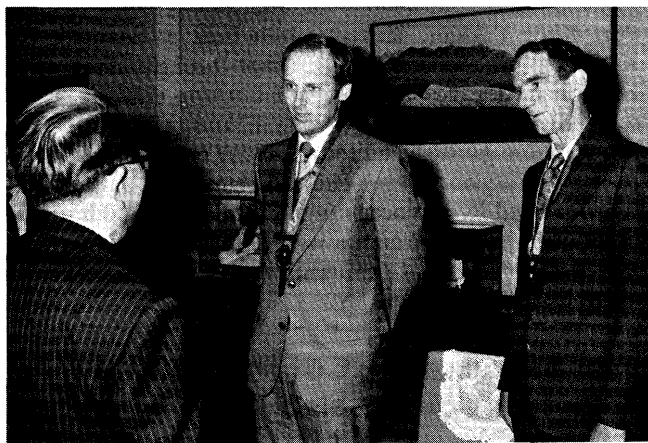
## Sister port personnel exchange between Osaka and Melbourne

Osaka (Port & Harbor Bureau, City of Osaka):—The exchange of port personnel was put into practice this April between Osaka and Melbourne as a result of active negotiations by the officials of both ports which were affiliated as sister-ports since October 1973.

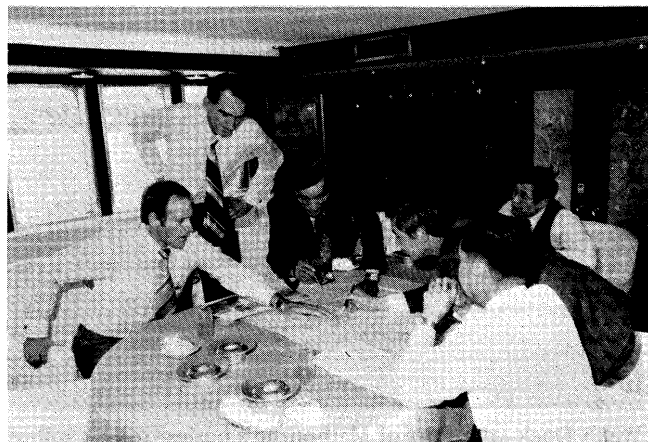
Dr. Shin Sasaki, Chief of Research & Development Department, and Mr. Akira Shimizu, Section Chief of Port

Operations Department, of Port of Osaka were first to visit Melbourne on April 12 to study at Port of Melbourne, while Mr. John S. Taylor, Chief Planner, and Capt. Stuart Bolles, Assistant Harbor Master of Port Melbourne visited Osaka on May 4 reciprocally. Four weeks were their stay at respective ports, and the coverage of their studies included various aspects of port activities, including, administration, management, planning, operations, finance & budget, marketing, public relations and others.

On a farewell party held at Osaka for the visitors from Melbourne, Mr. Onishi, General Manager of Port of Osaka emphasized that what we learned mutually from the exchange of personnel would be valuable assets for all of them for a long time to come.



Courtesy call on Mayor Oshima. Mr. J. Taylor (center) and Capt. S. Bolles.



Briefing and discussion during port inspection aboard a launch.



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# MITSUI Computer Control System for Container Terminals

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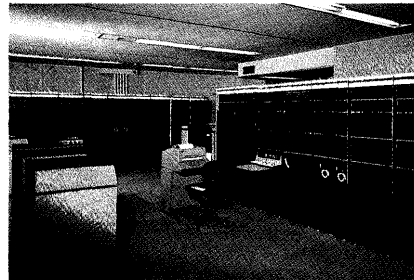
Our System can help solve your problems and enable you to reap the true benefits of container transportation.

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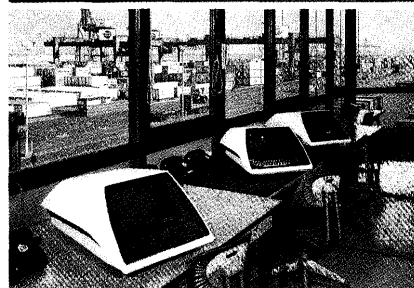
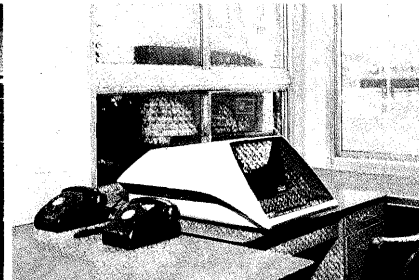
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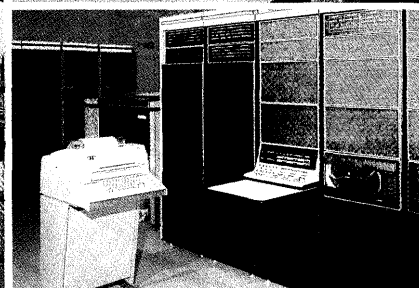
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