

PORTS *and* HARBORS

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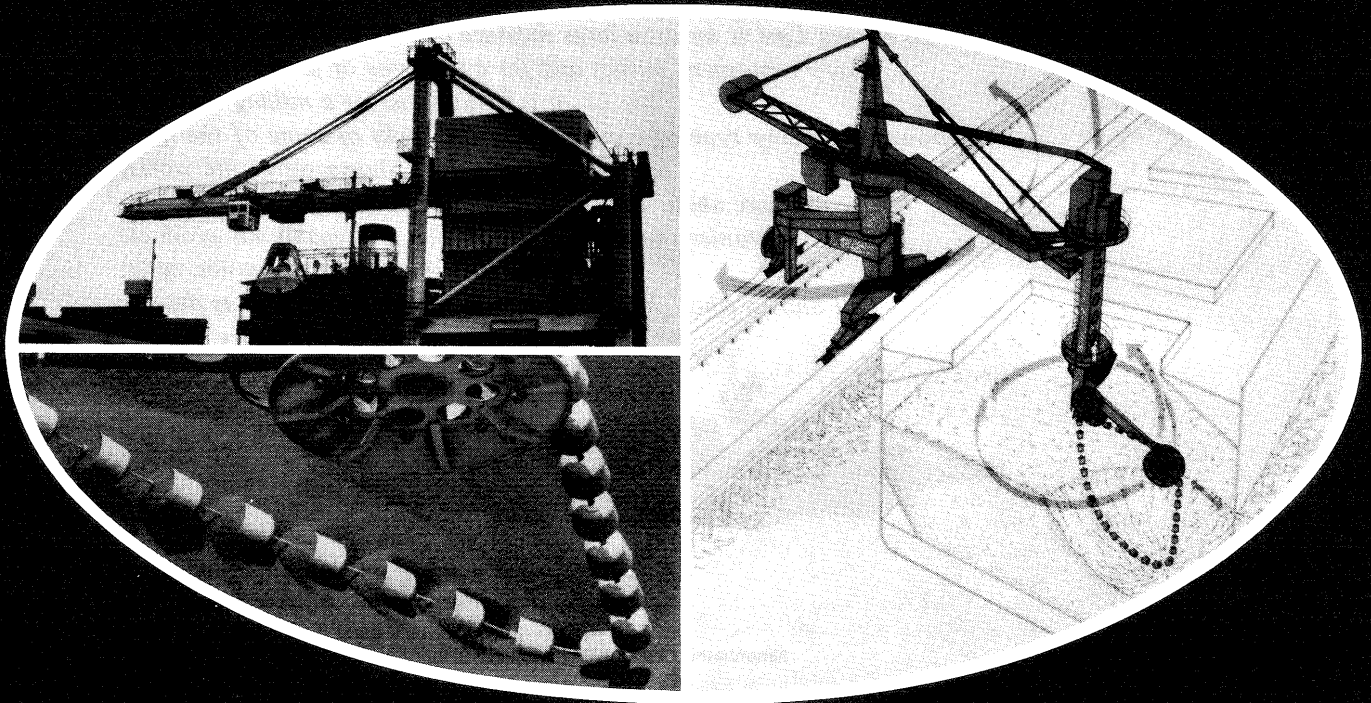
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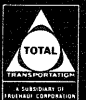
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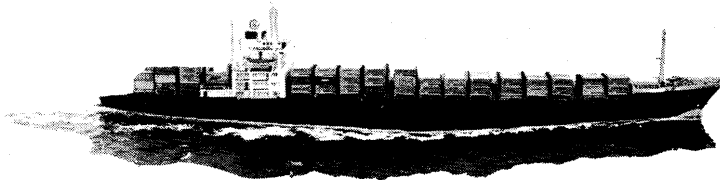
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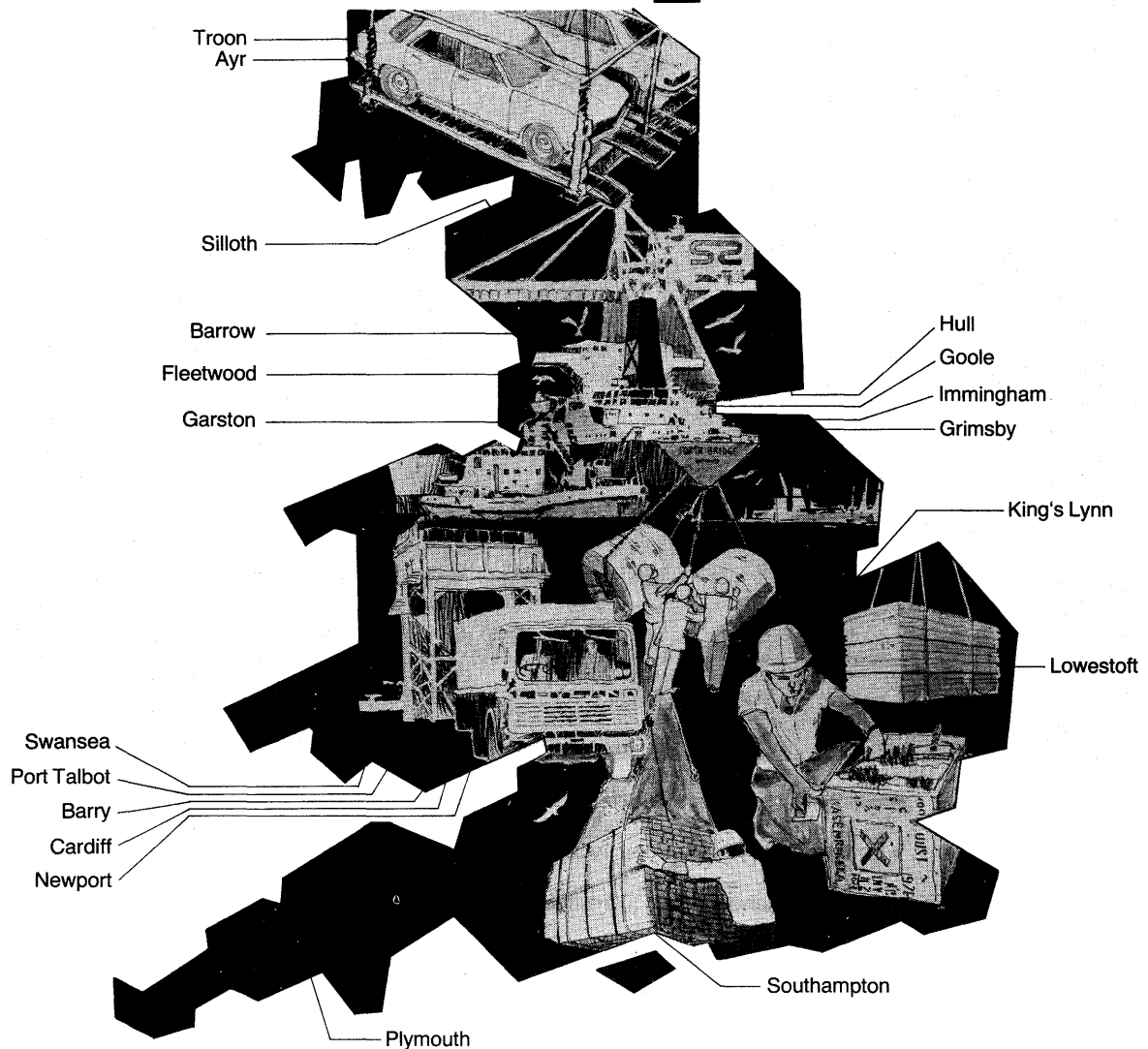
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Secretary General: Dr. Hajime Sato

Head Office:

Kotohira-Kaikan Bldg.

2-8, Toranomom 1-chome, Minato-ku

Tokyo 105, Japan

Tel.: TOKYO (591) 4261

Cable: "IAPHCENTRAL TOKYO"

Telex: 2222516 IAPH J

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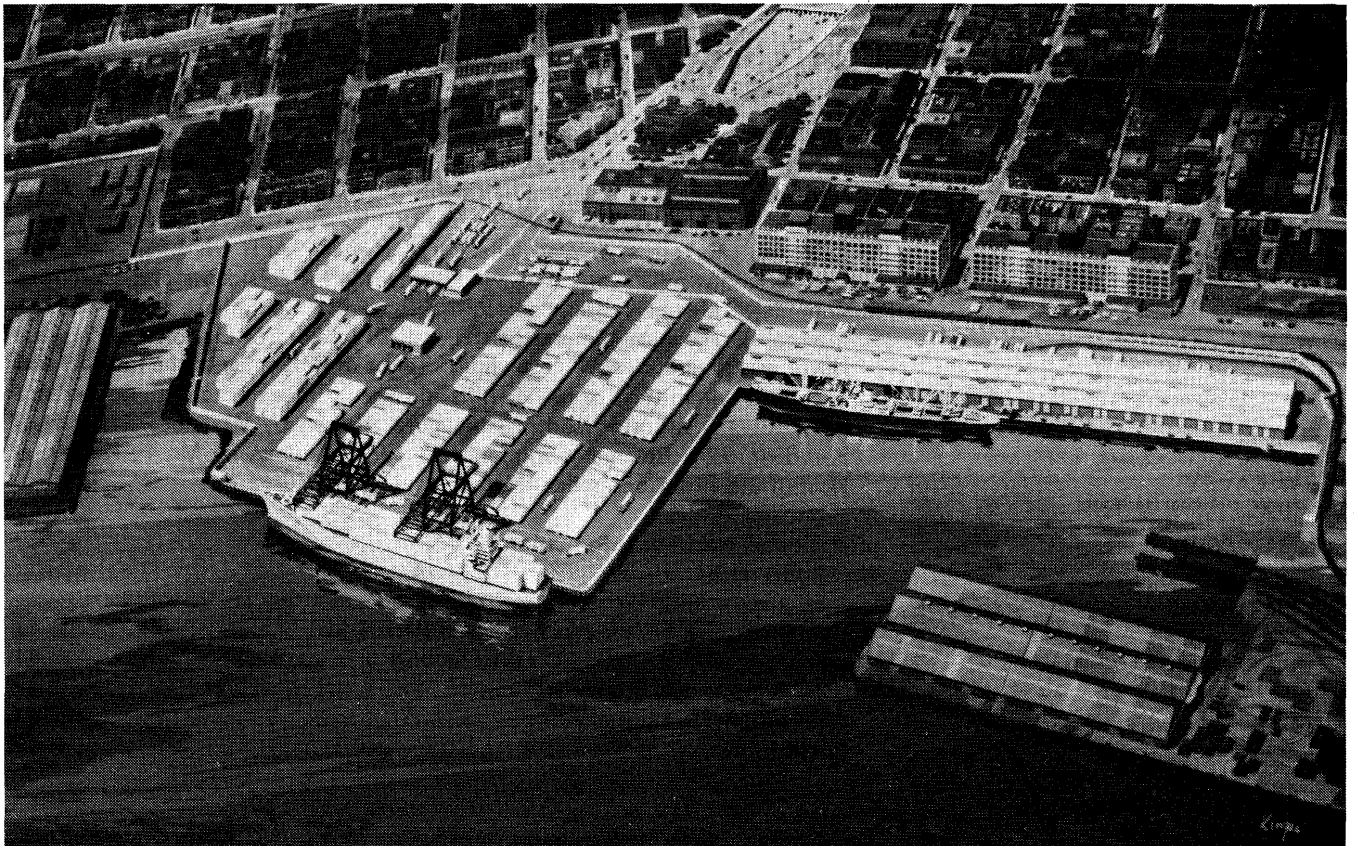
The Cover: Speakers platform at the Opening Ceremony in the Casino's Conference Hall, Deauville. At the podium on the extreme right, Mr. J. Le Theule, Minister of Transport, is seen delivering his opening address.

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IAPH announcements and news

Le Havre Conference Projects World Ports of the Future



Delegates at the official Opening Ceremony at the Casino's Conference Hall, Deauville.

The Conference was held at the Deauville Casino, from 12 to 19 May, 1979, under the theme of "World Ports of the Future", hosted by Port Autonome du Havre, and attended by some 850 delegates and their accompanied ladies, from some 55 countries all over the world.

Reflecting enthusiastic activities by the Host Port (Mr. J. Dubois, as Conference Chairman and Chairman of the Organizing Committee), the following dignitaries were present and devoted their contribution to the success of the Conference:—

The Hon. J. Le Theule, Minister of Transport of France, as Honorary President

Mr. F. Essig, General Manager, Merchant Marine, Ministry of Transport, as First Vice-President
Mr. P. Ollivier, Director of Seaports and Navigation, Ministry of Transport, as Second Vice-President
Mr. Paul Bastard, Inspector-General for All Non-Autonomous French Ports, Ministry of Transport, as Honorary Conference President, and
Mr. F. Le Chevalier, President of the Board of Directors of Port Autonome du Havre, as Host President
Present at the Conference from the UN related organizations and other international bodies were:—
United Nations Conference on Trade and Development



Casino of Deauville, with flags of France, IAPH and Port of Le Havre fluttering in beach wind.

(UNCTAD)
 Inter-Governmental Maritime Consultative Organization (IMCO)
 International Labour Organization (ILO)
 International Association of Lighthouse Authorities (IALA)
 International Association of Airport & Seaport Police (IAASP)
 International Cargo Handling Coordination Association (ICHCA)
 International Maritime Pilots' Association (IMPA)
 Permanent International Association of Navigation Congresses (PIANC)

Under the Conference theme "World Ports of the Future", Prof. Wassily Leontief of New York University (Winner of 1973 Nobel Prize in Economics) delivered a keynote speech on May 15. In his speech, he predicted that the volume of the world trade would increase four times greater during the period of 1970 and 2000, while the increase between 1980 and 2000 would be two folds.

At Plenary synthesis meeting on May 18, Mr. Paul Bastard, Honorary Conference President, synthesized the Conference followingly:—

— A special interest was taken in the defense of the interests of port authorities. It seems to be quite sure that in the coming years the IAPH will, from an international point of view, have its opinions more and more largely diffused so that it can be consulted previously, in case important decisions have to be taken, some of them being essential for the future of the world ports.

— Even if the present level of the international trade should remain as it is for a certain period of time in future, efforts for the simplification of the administrative procedures should be given all our attention with a view to developing international trade. The efforts must be all the more drastic, if, as Prof. Leontief predicted in his speech, the sea-borne international trade will double its volume during the period from 1980 to 2000.

— Public at large does not know the importance of the roles played by the ports and harbors, as might be keenly felt by many of port authorities. Every ports as well as the responsible governments should make the efforts necessary for the adoption of the ports to their role in the year 2000, and it is of capital importance to make

the general public be aware of the situation and intention of ports and harbors.

Derivative from the Prof. Leontief's speech were Working Sessions, grouped by language, on various important subjects taken up by the IAPH committees. They were as follows:—

- International Port Development
 (14:30/17:30, May 15)
 Chairman: Mr. Sven Ullman, General Manager, Port of Gothenburg
- Large Ships (09:00/12:00, May 17)
 Chairman: Mr. F.L. Dixon, Jr., Senior Analyst, Logistics Dept. Exxon Corporation
- Containerization, Barge Carriers & Ro-Ro Vessels
 (14:00/17:00, May 17)
 Chairman: Mr. R.T. Lorimer, General Manager, Auckland Harbour Board
- Community Relations (09:00/12:00, May 18)
 Chairman: Dr. J. Bax, Head of External Affairs Department, Rotterdam Municipal Port Management

Results of discussions were incorporated in the scope of activities of each Committee for the next two years, while some were materialized in the form of resolutions of the Association.

Also attracted the delegates' attention were Open Symposia held under the auspices of the Committee on:—

- Legal Protection of Navigable Waterways
 (17:00/18:30, May 14)
 Chairman: Mr. A. Pages, Ingenieur General des Ponts et Chaussees
- Trade Facilitation (17:00/18:30, May 14)
 Chairman: Mr. R.L.M. Vleugels, Director-General, Port of Antwerp

To deal with the imminent financial problems at hand, and also to introduce more up-dated, rational and simplified code of conducts of the Association, various important decisions have been taken by the Association, at its Plenary Sessions on May 14 and 18, at Casino's Conference Hall.

The followings are highlights of these decisions.

1) Changes in the Constitution and By-Laws (Bill No. 2 & 3)

The objects of the Association have been re-stated to elaborate on the need to develop good relations and collaboration among all ports and to present common positions of ports to regional and international bodies considering treaties and conventions, for example.

The undertakings of the Association are re-stated to include strengthening along with establishing relations with other international organizations, both public and private.

The Association's committee functions are more precisely described.

(Please refer to the Statement of Changes in the Constitution on page 31 and the Statement of Changes in the By-Laws on page 31.)

2) Measures taken against the financial difficulties and for self-sufficiency

a. Reflecting the worldwide monetary turmoil expedited by the so called energy crisis since the last few years, in particular reference to the latter part of 1977 and after, the financial situation of the Association has been greatly affected to the negative side, bringing forthwith difficulty for the achievement of the goal of the Amsterdam Resolution (IAPH resolution regarding the achievement of the financial self-sufficiency of the Association).

b. Though it was one time phenomenon, the exchange rate between the US Dollar and Japanese Yen went down to the US\$1=¥175 in the latter part of October 1978, while on the other hand, the budget was based on the US\$1=¥300 rate which had been prevailing when the budget was so adopted by the Association in 1977 at the 10th Conference.

c. To cope with the situation, the Finance Committee has been working on the improvement of the present financial situation and for achievement of the eventual goal of the self-sufficiency of the Association. Consequently, with the unanimous support of the Executive Committee, Board of Directors and Members at the Plenary Meeting, the Association has adopted the following major steps:—

- (1) Adoption of the SDR unit as the basis of the dues payment, replacing the US Dollar expression, effective from January 1, 1980 (Bill No. 1 and No. 3)
- (2) Collection of a temporary levy equivalent of 25% of the 1979 dues, under a voluntary basis from among Regular Members (Resolution No. 1)
- (3) Adoption of a 10% increase of membership dues from January 1, 1980, and an additional 10% increase effective from January 1, 1981 (Bill No. 1 and No. 3)

3) Committee Matters

(1) Renaming of a Technical Committee

Committee on Legal Protection of Port Interests is the name given to the Committee which has been known as a Standing Committee on Legal Protection of Navigable Waterways. (Board's Resolution No. 1)

(2) Promotion of "Sister Port" relationship between developed ports and developing ports (Resolution No. 6)

... The Committee (International Port Development) reported that the members of the IAPH have expressed their support of both the developed ports and the IAPH assisting in the training of skilled port persons in those developing nations which request such assistance;

... That the IAPH approves the concept of sister port relationship between a developed and a developing port as a means of fostering training programmes ...

(3) Request for Members' Contribution to the IAPH's International Port Development Technical Assistance Fund (Resolution No. 6)

... The IAPH requests the appropriate international and national organizations to provide funding to the IAPH's International Port Development Technical Assistance Fund, or the members thereof, to permit the Association and its members as appropriate to provide training to developing nations so that they shall have the skilled port personnel in all the necessary fields of science and administration which are essential to the Port of the Future.

4) Creation of an office of Honorary Vice-President (Resolution No. 7)

... To execute necessary works for the holding of the 12th Conference, Mr. Fumio Kohmura was accorded the title of Honorary Vice-President, who will attend the Executive Committee as its member, during the term commencing on the closing day of the 11th Conference and ending on the closing of the 12th Conference to be held in Nagoya, Japan in May 1981.

5) Election of Honorary Member

Mr. G.W. Altwater, IAPH President for 1977-1979, Executive Director of Port of Houston, was unanimously elected an Honorary Member of the Association, at the Closing Session held on May 18, 1979 at the Conference Hall of the Deauville Casino.

6) IAPH Condolences

The Association at its Closing Session on May 18, adopted, after one minute's prayer in silence the resolutions over the passing-away of the following individuals who had rendered meritorious services to the development of the Association.

- 1) The late Mr. Robert Boeuf (France)
- 2) The late Mr. Thomas P. Guerin (U.S.A.)
- 3) The late Col. Howard W. Quinn (U.S.A.)
- 4) The late Mr. Austin J. Tobin (U.S.A.)

7) IAPH thanks to Port of Le Havre (Resolution No. 8)

A Resolution expressing our appreciation to the Port of Le Havre and all people who have devoted themselves to the success of the 11th Conference was adopted at the Closing Session of the Conference on May 18, 1979, at the Casino Conference Hall.



Officers and delegates alike, they all solemnly stood to attention as the French national anthem was played at the beginning of the Opening Ceremony of the 11th Conference.

Opening Addresses (May 14)

Mr. J. Dubois, Conference Chairman

The national anthem of our country, which has just been played, has marked solemnly the opening of the 11th Conference of the I.A.P.H.

In my capacity of Director of the port and as organizer of this Conference, it is for me an honor, according to the tradition of the I.A.P.H., to speak at the opening of this Conference.

First I would like to express my thanks to Mr. Le Theule, Minister of Transport, who was so kind as to preside personally this ceremony.

Mr. Minister, you have the responsibility for the land transportation, for the air transportation and for the maritime transportation. Now, as you know, the International Association of Ports and Harbors groups the leaders of ports in 70 countries.

Your presence, Mr. Minister, honors both the Port of Le Havre and our Association. It shows the high value you are setting on our future and we are fully appreciating it.

Very important persons are attending with you and I wish to welcome and thank for their coming, Mr. Bettencourt, former Minister of the Regional Development, Mr. Essig, Director General of the Merchant Marine, Mr. Olliver, Director of the Ports and Navigation.

I also wish to extend my hearty thanks to the Lady Mayor of Deauville, Madame d'Ornano, the mayor of the beautiful town which is going to welcome you for a week.

"Dear friends of the I.A.P.H., it is with pleasure that I open this Eleventh Conference by welcoming you to Deauville." (He repeated the remarks in 4 different languages, English, Japanese, German and Spanish.)

Some of you who know me will probably be surprised to hear me speak different languages. Be they reassured, I shall now speak in French. By the way, when I speak English, I cannot avoid an excellent typical French accent of Maurice Chevalier while I am sure you will understand me better through our excellent interpreter.

Ladies and Gentlemen, you came all the way from all parts of the world, or more exactly you came from 60 different countries and it is a real great pleasure to see all of you here with us. The record has been once again broken, since we obtained more than 800 registrations, delegates and their wives. Unhappily this success deprives us this morning of the presence of our wives and we regret that their charm is not here to brighten up this ceremony. Unhappily we could not call everybody together in this room as we did not think that the number of the delegates would exceed the number of seats.

On the other hand, we had been forced to close the registrations a month ago for, in spite of the facilities of Deauville, our organization made it impossible for us to cope with a greater number of participants. This success of participation is for us the token of the friendship you have for our old Europe and for France in particular. We sincerely thank you for your attendance.

When speaking this morning, I feel really proud of the choice you made to entrust the organization of the 11th Conference to Port of Le Havre. After the splendid organization we had four years ago in Singapore and two years ago in Houston, to mention only the two last Conferences, I also feel the weight of my responsibilities. However, happily, a remarkable team prepared this Conference very carefully and with enthusiasm. I hope this team has remembered that George Altwater had welcomed us in Houston by telling us we were in the State where the sun is always shining. I cannot, however, promise you that the sun will be shining every day over Deauville, but I am sure it will be in our hearts.

I am certain you will appreciate the countryside of Normandy and I am also convinced you will have a thought about those Normans who came from Scandinavia 1000 years ago. Some of them settled down here, others continued to travel and our British friends have had also the pleasure of their visit! You are therefore in a really international area.

For a week we are going to carry out our works in this Casino and I am happy that the theme of this Conference is "World Ports of the Future," for in the troubled times through which we are living, this theme is an act of faith in our future and in the role that we, executives of ports, have to play to build this future.

I wish that this Conference be put under the treble keynote of friendship, détente and a fruitful common reflection. (Delivered in French.)

Mr. Francois Le Chevalier, Chairman, Port of Le Havre Authority

It is a great honor for me to welcome you in my capacity of hosting President of this Conference, first of all I wish to thank you for your attendance.

Mr. Minister, since you have taken up your important duties as Minister of Transport, you were so kind as to visit the port of Le Havre and to show an interest in it and we are really appreciating it. Today I will not show you the facilities of the port, for we have come, as we say in Le Havre, "from the other side of the water," to benefit from the kind hospitality of Madam Mayor of Deauville, to whom I express here my respect and gratefulness.

You know, Mr. Minister, that the port of Le Havre is making it a point of honor to progress to fulfill each and every day his vocation of international port platform.

I think that the honor given this port to prepare the organization of the 11th Conference of the International Association of Ports and Harbors is indeed in line with the vocation of the port of Le Havre, since this Conference will give us the opportunity to strengthen our relations with all the major ports and harbors of the world which unanimously replied to our invitation.

With your permission, Mr. Minister, I am going now to address the responsible persons of the Committee of the I.A.P.H. and the delegates present here in the official language of the Conference. (Delivered in French.)

Ladies and Gentlemen, As your guest President of the 11th

Conference I.A.P.H., I am very glad to welcome you here and to wish you a happy stay with us.

When we have been officially appointed to organize the 11th Conference, we have felt this honour as an award to our port, to his past Presidents and past Directors for the tremendous progress realized during the last thirty years.

We also think that it is a mark of confidence in the port of Le Havre in future.

But you have charged us with a formidable responsibility and you asked us to face a challenge. Our city of Le Havre is far from being as big as the large cities of Houston, Singapore, etc. . . . where you held your previous Conference; our city of Le Havre has only 250.000 citizens and, obviously, we have not enough accommodations in the town to welcome in comfortable conditions a Conference of 800 people.

Fortunately, Le Havre belongs to the province of Normandie whose cliffs and beaches bordering the Channel have played a definite part during the last world war.

In the middle of the Normand coast is the river Seine's bay, with on one side Le Havre and on the other side Deauville, a world famous touristic place: that's where we are.

Deauville has 3 advantages: it is far from the cranes, the warehouses and the industries, so that you can have a quiet stay apart from the intense port activity. The second advantage of Deauville is that it has enough space to welcome this Conference and the third advantage is a grace, the smile of Madame Mayor which is the self-speaking symbol of Deauville hospitality.

In this city of Deauville you will hold your meetings and draw from the crystal ball the mysteries of the port of the future. I wish you a successful work. May I remind you that the Seine's bay has been the motherland and the favorite landscape of the impressionist painters. If after 5 days of careful studies you have traced the lines of the ideal ports of the future with the indistinct outlines in those of Monnet and Renoir, we will be all very happy and I am sure that Mr. Minister of Transport agrees with me.

In order to facilitate your work, we have arranged for you and your wives a fair programme of entertainments. Well, I must admit one thing: we have a large bay with deep water, we have rich green lands planted with apple trees just flowering; but, in counterpart of this, we have to support some rains from time to time.

Since 3 months, we have heroically supported heavy rains quite every day in the hope that nature would be enough gorged with water to ask the sky to keep dry and blue for the days of the Conference. We have done the necessary sacrifice for this and we hope it will be taken into consideration by the masters of winds and seas.

We also have selected a team for the organization of your entertainments, including charming ladies and competent gentlemen. We are sure that all of them with your help, will make this Conference a great success.

Mr. Le Theule, Minister of Transport

Mrs. d'Ornano, Mr. Le Chevalier, Mr. Dubois have expressed to you before me the honor felt by the Port Autonome du Havre and the town of Deauville to host today the 11th Conference of the International Association of Ports and Harbors.

On behalf of the French Government, I wish now to welcome you to our country and to tell you that we have a deep interest in this Conference, in its smooth progress and in the conclusions that will surely come out of the discussions between specialists and experts of the highest level who came here from all over the world.

I am most happy that your 11th Conference is held in France at the invitation of Port of Le Havre. This is for me the symbol of the rank shared by France in the international maritime world and the recognition of the overseas influence of our second domestic harbor: we wish to congratulate its leaders.

In my capacity of Minister of Transport, I am in charge of the preparation and of the implementation of the French policy concerning ports. France, as you know, has committed herself to an unprecedented action of promoting her foreign trade to cope with the sharp increase in the price of oil. About a half of her trade is by sea and transits in ports. It is, therefore, a most sensitive sector of the French economy and each and every effort must be paid to fully utilize this capacity.

In this situation, we have in particular to respond to the challenge sent to us by the rapid developments of the sea transportation.

It is at first a quantitative development, since the sea-borne trade has gone through a long period of very rapid growth and that, despite the crisis, it continues to grow in France more rapidly than the national production.

Secondly it is a qualitative development, since in many countries the oil trade is hitting the ceiling, while the trade of general cargoes, the transit of which requires far more important and more and more sophisticated port services, is ceaselessly growing.

Finally this development involves also the methods of transportation and I will restrict myself with citing those requiring from our ports the most important effort of adaptation, the container, the development toward gigantism, the specialization of ships and equipment.

France is following these developments and, by the promulgation in 1965 of the law on the autonomous ports, she has given herself the legal and financial means of a national policy to adopt its ports to its new maritime requirements.

In the first stage this policy was based on the equipment of sea ports. After the huge effort of modernization of the three major sites of Dunkirk with its West Port, of Basse-Seine with Antifer and of Marseille with the new port of FOS, new platforms were constructed in the harbors of the Atlantic Ocean, of Nantes — Saint-Nazaire and Bordeaux — Le Verdon and the access to Rouen was improved; the investment policy, of a smaller scale than in the past, is directed toward a few priority objectives:

— we must first of all maintain the international competitiveness of the French first three port platforms for the trade of various goods; to do so, their old installations must be restructured, their new infrastructures must cope gradually with the needs, they must be suitable to new types of ship, their handling equipment must be modernized and

they must develop their possibilities to accept "floating industries" in areas specially designed for such a purpose.

— secondly we must improve the supply of our country in energy and in raw materials, since France is now very short of them. A permanent adaptation is absolutely necessary: after the very rapid development of oil, we must today organize the sea transportation of liquefied natural gas and the imports of coal as a temporary relay to nuclear energy: the three above major ports and Nantes — Saint-Nazaire have invested a lot and are still investing to meet these various objectives.

— finally, from a more regional vision of the sea ports, the medium size commercial ports and the fishing ports should be allowed to contribute to the foreign trade, while promoting the industrial and economical development of the coastal regions. You know that the French coast line is very long and has many ports which have played an important role in the economical or military history of our country. They remain complementary to the big ports and often permit, in case of certain specialized or very local trade, a more flexible and more suitable operation. This is the reason why it has been decided to continue their modernization, especially on the coast of the Atlantic Ocean. They can also become, — this is the case of Brest —, the center of an active industry of ship repair.

However the development of the French harbor installations is not only achieved by means of an investment policy. It must also involve the administration and the operation of these harbors which are, in fact, real enterprise. These enterprises are very complex in which the stakes are numerous and closely interwoven and the necessities of a public service are confronted to economical and commercial requirements.

France, on her side, has chosen to delegate the main public functions to the autonomous ports, which are original organizations and, in the case of the medium and smaller ports, to the Chambers of Commerce and Industry. This is a real decentralization based on the firm belief that local managers, invested with a real responsibility, are best to ensure, together with all the concerned professions, an economical operation of their port.

This decentralization must also promote the cooperation with the port professions which obviously play an essential role in the modernization of the harbor services. It would be meaningless to have modern installations if the structures and the installations of the ports remain as old as those in the last century. We therefore expect from the port professions a constant effort to strengthen their productivity and their efficiency for the service of the users.

Likewise it is also absolutely necessary, — my administration is seeing to it —, that there is no social unrest on docks, otherwise the dockers would rapidly turn away from the ports, even fitted with the best facilities, and we could not guarantee the transit of goods in due time.

So is the situation of the port policy for our country. As you may see, our concern is to always face the future, to adapt ourselves permanently to the technological, commercial, social changes . . .

In this sense, the theme of your 11th Conference "The world ports of the future" is of a great interest to us. I may tell you that we shall follow with a deep interest your discussions and the comparison by the best port specialists in the world and the experts of the port professions. As all of you, we shall take profit of your experiences and of the way you respond to the challenges of this rapid change of

the maritime world.

The International Association of Ports and Harbors is still young, since it was founded right after the last war. In most of the member countries it relies on the national associations of ports, older yet still active, of which it is in a way the prolongation at the world level.

Thanks to the dynamism it has shown, and to the ability of its presidents who since its inception have headed its management especially President Altvater and Secretary General Mr. Sato, this association did not confine itself to technique, but has also studied the most of various problems such as the commercial, economical, administrative and social aspects of the life of ports.

I have noted with pleasure that the French port executives have actively participated in these works and thus brought their knowledge to the service of the harbors all over the world. I shall not forget to congratulate on this occasion Mr. Bastard, currently second Vice-President of your Association whose dynamism I have known during the last months of his office with me as Director of the sea ports and the navigable waterways. A former Director of Port Autonome du Havre, he was one of the pioneers of this French presence.

I shall not express any opinion on the efficiency and on the projects of your association as well but I wish merely to confirm the support of France to its action. The more and more important role played by the ports in the international economy must be recognized and the works of I.A.P.H. must receive the greatest of attention from the national and international organizations. It would be thus reasonable that the major international association consult more often your associations on the problems of common interest. In any case, I can assure you of the help of France to give a larger diffusion to your actions.

I have noted that the works carried out by the Committees working between the congresses were based on present-day issues and, in particular, on the problems of safety from all and every aspects.

It is obviously a very hot issue and many among you have had to deal with the consequences of an accident the impact of which on their port and, more generally speaking, on all the economical and human environment was painfully felt. On the other hand, all of us know the extreme sensitivity of the general public to the pollution of the nature, particularly of the coast. France, especially after the two disasters of "Torrey-Canyon" and of "Amoco-Cadiz", and quite recently of "Gino," is quite interested in these problems the solution of which is dependent on international organizations and on authorities responsible for the shipping and ports.

In this field there is a particular important field of investigation where your association must play a role. I noted through some of your works the interest of I.A.P.H. in these problems and the solutions you are suggesting shall receive a very careful consideration.

On this subject as well, the works of the 11th Conference of I.A.P.H. shall bring a new contribution.

This contribution shall be profitable to each country, thanks to the comparisons of the mutual experiences. On the other hand, this contribution will permit to the ports, from the international point of view, and at a time the economic crisis requires from them a greater vitality and a better ability of adaptation, to give a large diffusion of their opinion throughout the world's maritime circles.

As a conclusion, I reiterate in the name of the French

Government our welcome and wishes for a pleasant stay in France and for the success of your Conference.

(Delivered in French.)

Mme d'Ornano, Mayoress of Deauville

Mr. Minister, ladies and gentlemen, Deauville's population, its Town Council and its mayor are very pleased to welcome you here today and were very pleased to host the 11th conference of the International Association of Ports and Harbors. You chose to meet in Deauville to work together during the week. This is, of course, a small town which dates back to 120 years. It was a man that created it and since it has become a lady of the French coast and Deauville is very flattered for having been chosen by you. We hope, that in spite of your very hard work this week, you will find it possible to appreciate the pleasures of Deauville and to appreciate its landscape and all it can offer to you and we hope that you will keep in memory the town which is a touristic town of course but which is also an example of French hospitality and charm. Deauville is a small town, it was created by a few people 120 years ago. Here there was nothing whatsoever and on the hill there was of course a very small village. Down there were marshes, rivers, sand dunes. Here in this casino, and I quote George IV, there was sand here, sand there and waterways, but in 1859 Deauville was managed by 3 men: Duke de Morny, Dr. Olif a British doctor and Mr. Donon a banker. The first personality represented political power, the second had imagination and fantasy and the third one provided money. Within 5 years they managed to deviate the river to dry up the marshland to build a port, to build railways and to attract Parisians with new villas and houses and within a few years they built and nourished Deauville, and since then as time passes Deauville has received the most talented, gifted, humorous and intelligent and cultivated personalities of France. Deauville has managed to survive wars and changes in fashion. We received the Empress Eugenie on her way to exile, we received such impressionist painters as Dufy, Boudin and other painters such as Van Dongen. Our sunsets, our sailing boats, our landscape have inspired past painters and recent painters. We have received such writers as Flaubert and Proust and thousands of pages of French literature have been written here at Deauville. We were the first city to receive entertainers, Mistinguet and Maurice Chevalier, we have been a haven for politicians from all over the world and now we are a meeting place for men and women like you who need to talk together to exchange views in order to improve the world. Of course you could have chosen a big French port but you decided to meet in Deauville. Deauville is perhaps the example of a port which is a small port unlike big international ports and harbors but still we are an example of what the sea can offer in terms of international exchanges and lifestyles. Le Havre is organizing the conference, Deauville is hosting you. Perhaps some day another civil work development will still reinforce links which exist between Le Havre and Deauville. Deauville has only 6000 inhabitants but each of our visitors is a lord and friend, our English speaking friends, and to apologize for the ones whose language I do not speak but as there are over 60 countries represented here today I do not think I could have ever made it and I do not think you would have ever found the time to listen to me anyway. Welcome to



Mme. d'Ornano, Mayoress of Deauville, giving opening address.

Deauville where we very much hope that despite all the work you are going to have this week that you will have time to enjoy yourself, that you will have time to enjoy the charm of our town, its personality, its many colors. I hope its sunshine more than its fog. I wish of course that you will be happy here and that you leave with the hope of coming back. Welcome all of you to Deauville, welcome therefore to Normandy and welcome most of all to France.

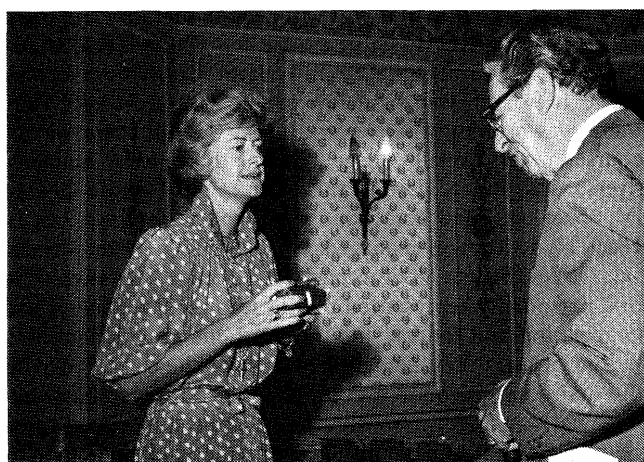
Mr. Altvater, IAPH President

Minister, Mademoiselle, Mayoress d'Ornano . . . I am always tempted to say Maurice but it is not, it is François Le Chevalier . . . Mr. Dubois, distinguished guests and fellow officers at the head table, distinguished altermen and public servants of the coast line of Normandy, fellow delegates and ladies and gentlemen . . . It is my happy privilege to respond to these fine and wonderful warm words of welcome which we have received from our host port and from the officials of the French government. Needless to say, I know I speak for all of us here when I point out how happy and delighted we are to be here in France and to be at this lovely resort area. Most of us I think in life dream of being at a place like this, certainly our income is not such that we could afford to come here too frequently but it's wonderful that our hosts have selected such a charming area, such a delightful spot for which to hold our conference, this 11th conference of the International Association of Ports and Harbors. Interestingly enough, we come to you as strangers but we are going to leave as great friends, this I know, before our conference even gets under way. Strangely enough, you might want to say that we are foreigners but I do not think that is the word; some of your culture may be foreign to us, your architecture is so delightful, so charm-

ing, your landscape, I don't know how you plan to have it during apple blossom time but my compliments to you they are lovely. The lovely cities that we have surrounding us: Honfleur and Trouville are also so very delightful for us to behold but you know in our business, which incidently dates back nearly to the birth of man, trade was one of the early things that brought the world together. Our business does not really have a foreign connotation to it, if you stop to realize, we have a common bond, and the common bond is just simply outside the door of this casino. It is the salt water that is our common bond. It ties us together throughout the world; so rather than being known in a sense as foreigners we are really actually partners in the business of trade. And that is I think one of the great strength that we have in this organization. We are learning to be partners more closely associated with each other, understanding the shipping problems in each others ports because the vessels don't change while you at sea, if it loads at my port chances are it is going to another port to unload what it loaded at my port. Thus we all have the same type of operating problems concerning the industrial needs of market. That is from our point of view the ships. That's why we are here together this week, to discuss how we can better serve this industry not only for today but in the years to come. Now we've learned some things as in conferences of this sort, many strange things do occur, one of our delegates, in fact, coming through London from abroad lost his wife. He later found here then lost his luggage. Ultimately we were able to get him here, and we are delighted that you have all come through so safely and look so well. I ran across a gentlemen who was telling me about an encounter he had on your very marvellous wonderful French trains a transportation network which is superb. On the train from Paris to Deauville is quite an interesting ride, friends here told me about it and this local chap mentioned that when you are traveling from Paris to Deauville on our French trains you will find them most comfortable, most enjoyable but I caution you, should you die when you are on that train, you're going to have to transfer at Lisieux before you can get to heaven. In any event, I think the local scene has already captured our imagination, I know yesterday I had the opportunity to visit some of the beaches of Normandy that figures so dramatically in our history some 35 years ago. I would urge all of you to have the time this week to try to get by and review and think in your mind of what happened some 35 years ago. It's a very moving scene, I was extremely impressed. As Mr. Le Chevalier points out strange as it may seem, we may carry names which are Irish or German or Portuguese or English but somewhere along in our life's history is a strain of French blood. He told me yesterday that he did not realize that the French had been so prolific in raising families throughout the world, and that is strange because it is quite true. Oddly enough, I think all of us have somewhere in the distant past a little relationship with the French. We love the things that France has given to our world, their perfumes, their wines, their culture, grace and charm, we love also their very pretty women, so all in all, France has offered to the world many marvellous things which we shall enjoy to the fullest in the course of this week. It is now my responsibility to name the members of the conference committees and I can assure you I would not take the time to do this now, they will be posted on our bulletin board. Again to our host thank you so much for asking us, thank you so much for inviting us, thank you



Tape-cutting ceremony of the Exhibition in the "Grand Hall" of the Casino. There were twenty-two stands and two panels.



On Monday, May 14, 1979 morning, IAPH Officers made a courtesy call on Mme. d'Ornano, Mayoress of Deauville. Mr. G. Altvater, President, is receiving a gift from the Mayoress.

so much for the wonderful program and arrangements which I can already see are vast in their plans, we are looking forward to an exciting wonderful week and hopefully find a way that we can bring your Deauville back to our home towns when we leave over the weekend. Thank you again.

Message from the Secretary-General of the United Nations Conference on Trade & Development (UNCTAD)

I am pleased to have this opportunity of sending to your Organization, and to all the delegates gathered in Deauville, my warmest greetings and best wishes for the success of your Eleventh Biennial Conference.

Part of the work of UNCTAD is devoted to increasing the contribution which ports in developing countries can make towards more efficient maritime transport, and



Professor Wassily Leontief, winner of the 1973 Nobel Prize, lecturing on the Conference theme "World Ports of the Future".

through this to the development of international trade. The past two years have seen a strengthening of the ties between IAPH and UNCTAD and we have been particularly pleased to participate in the work of your Special Committee on International Port Development.

I was interested to learn that 28 officials from ports in developing countries submitted entries for the IAPH Award Scheme on 'How to Improve Port Efficiency'. If you permit me, I should like to add my congratulations to the winner of this competition, Mrs. Daphne Phinopoulos of the Cyprus Ports Authority. I feel sure that this Award Scheme will encourage the search for solutions to the many problems facing ports in developing countries.

GAMANI COREA
Secretary-General of UNCTAD

Message from the Secretary-General of IMCO

On the occasion of the 11th Biennial Conference of the International Association of Ports and Harbors, I would like to wish you all success on behalf of IMCO. The IAPH has established itself over the years as one of the most valued non-governmental Organizations in consultative status with IMCO and I am sure that it will become even more influential in the years to come.

Commerce is essential to the economic well-being of all nations, and despite the other means of transport now available, shipping is still the most important as far as international trade is concerned. That automatically means that efficient ports, which provide the link between land and sea, are extremely vital. IMCO is fully aware of the high importance of this matter and the Organization has recently appointed two adviser/consultants in technical port operations whose task will be to provide advice and support on request to developing countries, as part of IMCO's growing technical assistance programme.

The IAPH has the same objectives and we in IMCO look forward to strengthening and further enhancing the friendship and co-operation which we have enjoyed for so many years.

C.P. Srivastava
Secretary General of IMCO

Message from the President of the Permanent International Association of Navigation Congresses (PIANC)

It is both a pleasure and an honour for me to convey to you, on behalf of the Permanent International Association of Navigation Congresses, its best wishes for the full success of your 11th Conference.

Indeed your work is, so to speak, an indispensable complement to the objects pursued by PIANC since almost a century. These are: to promote both inland and ocean navigation by encouraging the progress in the design, construction, improvement, maintenance and operation of inland and maritime waterways, of inland and maritime ports.

So it is that our 25th International Congress, which will be held in Edinburgh in May 1981, will comprise — like its predecessors — a Section devoted to Maritime Ports and Seaways. The subjects will deal with:

- developments in the construction of ships, navigational aids, traffic management, shore installations and storage (in particular liquified natural and petroleum gases).
- The optimization of the economics of the whole dredging cycle
- developments in cargo handling systems and equipment
- the design and construction of port facilities intended for heavy loads on soft ground
- coastal erosion caused by harbour works and corrective measures.

In between Congresses, technical commissions look into topical problems such as:

- the study of waves,
- the improvement of fender systems,
- dredging problems,
- sport and pleasure navigation.

In certain cases, your Association actively collaborates to our work, i.e.:

- International Commission for the Reception of Large Ships.
- Joint IALA/IAPH/PIANC Committee for the study of Port Signals.
- The updating of PIANC's report on the Standardization of Roll-on/Roll-off ships and berths.

The latter is intended to serve as basis to the work being undertaken by the International Standardization Organization (ISO).

Despite the work already achieved jointly by our two Associations, your 2nd Vice-President, Mr. Paul BASTARD, holds the view that it is desirable to establish the concentration and coordination of IAPH and PIANC activities on a more solid and methodical basis. To bring this about, he advocates the setting up of a permanent IALA/IAPH/PIANC coordination commission whose task it would be to examine "the various subjects for study, the various proposals aiming at ways and means to intervene with or approach international organizations such as the Inter-governmental Maritime Consultative Organization (IMCO), the International Labour Organization (ILO), the United Nations Conference on Trade and Development (UNCTAD), etc. in order, if possible, to reach a consensus of opinion and — subsequently — to echo these proposals at an internal

level within each of the said Associations."

As far as I am concerned, I personally very favourably endorse Mr. BASTARD's most constructive proposal which tends to strengthen the efficiency of the three Associations in favour of ocean navigation, and I am prepared to champion it within my own Association and, by doing so, to contribute to the IAPH's own development.

In the days to come, your activities will doubtlessly foster an enrichment of our knowledge in the field of ports whereof PIANC will certainly reap the benefit.

Your choice of Le Havre as venue for your 11th Conference is a particularly happy one not only because its recent maritime improvement works are a gem as far as progress is concerned and of which France may rightly be proud, but also because its chosen and bold geography is worthy of tomorrow's Europe.

Your central theme "World Ports of the Future" could not find a more favourable reception ground than the safe and calm shores, protected from all storms, in this "haven" widely open to the world.

Prof. G. Willems
President of PIANC

Message from the Secretary General of the International Association of Lighthouse Authorities (IALA)

It is my great pleasure on their behalf to say how glad we are in IALA to have this opportunity to participate in the XIth Conference of the IAPH.

As you know, Mr. President, our two organizations enjoy close and fruitful relations with one another and our cooperation in the past has produced many useful results — for example in the Committee on Large Ships. We have no doubt that our cooperation will continue in the future to the ultimate benefit of all seafarers and to the ports that serve them.

May I, Mr. President, close this short message by saying that an examination of the programme of this Conference together with the hospitality of the Port Autonome du Havre already so much in evidence shows that we are sure to have a productive and enjoyable occasion. This will also provide the opportunity for us to get to know each other on a personal basis which in turn will pave the way towards the goal of the Ports of the future.

President of IALA

Greetings from the International Association of Airport and Seaport Police (IAASP)

As President of the International Association of Airport and Seaport Police, May I say how delighted I am to be in attendance at the 11th Conference of the International Association of Ports and Harbors and extend to the Presidents and Members of the IAPH the very best wishes of all our members for a successful Conference.

Ports of the future is an important topic and security will be no less a problem in the future than it is today. You may be assured, however, that the IAASP, will continue to work with and for your Association in an effort to prevent and detect criminal activity wherever it



Mrs. Daphne Phinopoulos of Cyprus Ports Authority, the first prize winner of the IAPH Award Scheme 1978, was given a silver medal from IAPH President Mr. G. Altwater.

may affect the international shipment of cargo.

Eric Ellen
President, IAASP

Secretary-General's Speech for Plenary Session

Distinguished guests, ladies and gentlemen, it is my privileged honor and pleasure to present my report on the activities of the Association during the last two years since our 10th Conference in Houston in 1977.

Details of our activities are so reported in my written paper, so I will touch upon some of highlights of our activity. The Association has been quite active and the range of activities has been much widened and deepened. For this, I am very happy and proud that we had an extraordinary leadership, cooperation and at the same time the self-sacrificing devotion exerted by our President, Vice-Presidents, Chairmen and Members of Board & Executive Committee, Special & Standing Committees, Legal Counsellors and Liaison Officers. Also, I am so grateful for the friendly cooperation and guidance illustrated by those respectable international organizations, including UNCTAD, IMCO and many others.

I am particularly happy to say that the Association has succeeded in achieving as much as 30 new regular members during the last two years. Presently, we have 207 regular members from 73 nations all over the world.

I am convinced that the expertise and experience accumulated in the Association can constitute a significant contribution to the future development and improvement of the ports of the world.

It is my sincere hope that the members will give their continued support and cooperation for the future development of the Association.

In the last but not in the least, I am so grateful for the great efforts and dedication exerted by the Host Port and its Organizing Committee. And, I am so thankful for the attendance of so many delegates. I believe that the outcomes of this 11th Biennial Conference will be another corner stone for the future of the World Ports.

Thank you.

New President, Vice-Presidents and Executive Committee Members

Chairman:

Mr. Paul Bastard, President of IAPH
Inspector-General for all non-autonomous French Ports
Ministry of Transport, France

Members:

African/European Region

Mr. P.K. Kinyanjui
3rd Vice-President of IAPH
Chairman
Kenya Ports Authority
Kenya

Mr. J. den Toom
Managing Director
Port Management of Amsterdam
Netherlands

Mr. Alhaji B.M. Tukur
General Manager
Nigerian Ports Authority
Nigeria

Mr. J.P. Davidson
Dy. Chairman and Managing Director
Clyde Ports Authority
UK

Mr. Sven Ullman*
General Manager
Port of Gothenburg
Sweden

Mr. Jack Dubois*
General Manager
Port of Le Havre Authority
France

American Region

Mr. Anthony J. Tozzoli
2nd Vice-President of IAPH
Director, Marine
Terminals, The Port
Authority of New York
and New Jersey, USA

Mr. G.W. Altvater
Immediate Past President of IAPH
Former Executive Director
Port of Houston Authority
USA

Mr. H.J.W. Cavey
Member
National Harbours Board
Canada

Mr. James H. McJunkin
General Manager
Port of Long Beach
USA

Mr. Wilson M. Loubriel
Executive Director
Puerto Rico Ports Authority
Puerto Rico

Mr. W. Don Welch*
Executive Director
South Carolina State Ports Authority
USA

Mr. F.J.N. Spoke*
General Manager
Port of Vancouver
Canada

Asian Region

Mr. A. S. Mayne
1st Vice-President of IAPH
Chairman
Port of Melbourne
Authority
Australia

Mr. Fumio Kohmura
Honorary Vice-President of IAPH
Executive Vice-President
Nagoya Port Authority
Japan

Mr. R.W. Carr
Chairman
Auckland Harbour Board
New Zealand

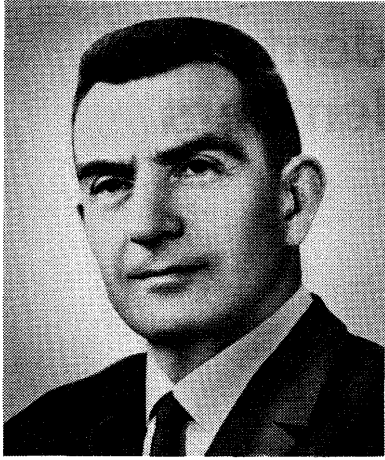
Mr. J.M. Wallace
President
Maritime Services Board of
New South Wales, Australia

Mr. Gengo Tsuboi
Vice-President
The Japanese Shipowners'
Association, Japan

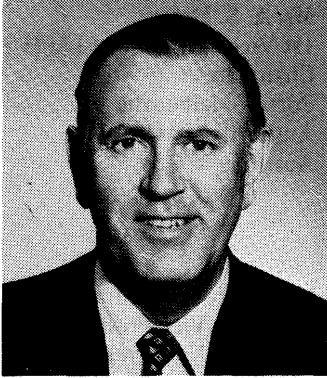
Mr. Kang, Chang Sung*
Administrator
Korea Maritime and Port
Administration, Korea

* : Presidential appointees

Members of The



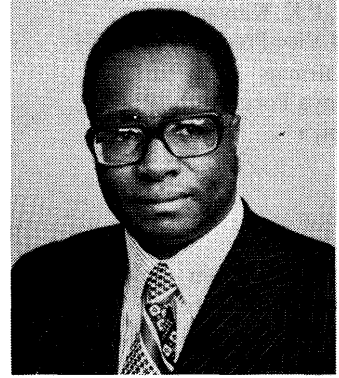
President
Mr. Paul Bastard
Inspector-General for all non-autonomous French Ports
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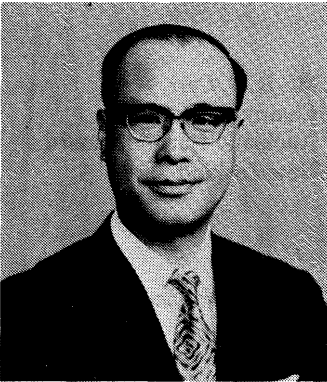
1st Vice-President
Mr. A. S. Mayne
Chairman
Port of Melbourne
Authority, Australia



2nd Vice-President
Mr. Anthony J. Tozzoli
Director, Marine
Terminals, The Port
Authority of New York and New Jersey, USA



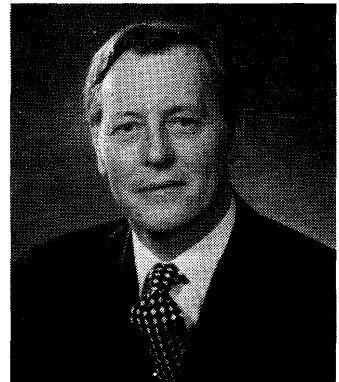
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Chairman
Kenya Ports Authority
Kenya



Honorary Vice-President
Mr. Fumio Kohmura
Executive Vice-President
Nagoya Port Authority, Japan



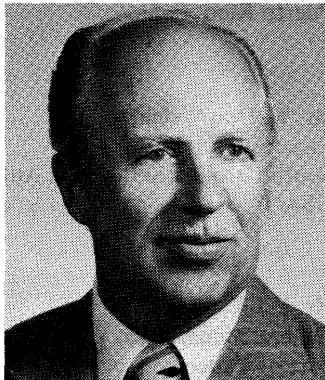
Mr. R. W. Carr
Chairman
Auckland Harbour Board
New Zealand



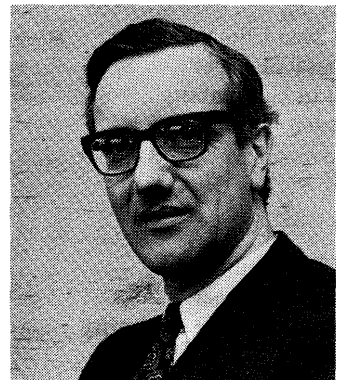
Mr. J. P. Davidson
Dy. Chairman and Managing Director
Clyde Ports Authority
UK



Immediate Past President
Mr. G. W. Altwater
Former Executive Director
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USA



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Mr. J. den Toom
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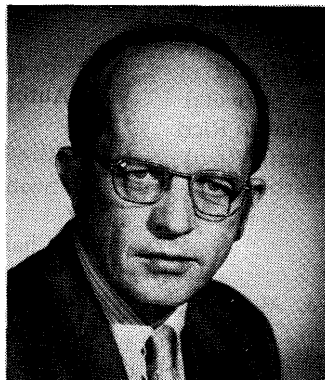
Executive Committee (1979 — 1981)



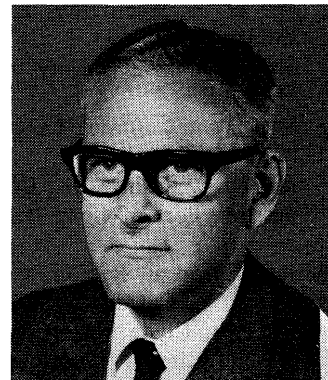
Mr. Alhaji B. M. Tukur
General Manager
Nigerian Ports Authority
Nigeria



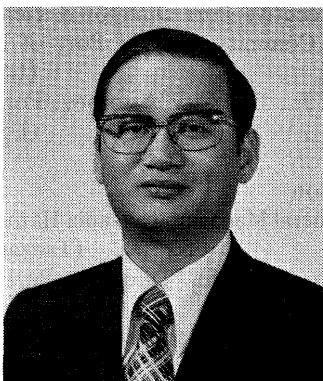
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General Manager
Port of Le Havre Authority
France



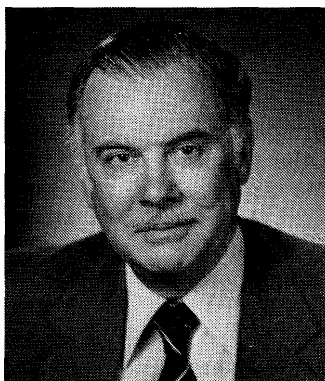
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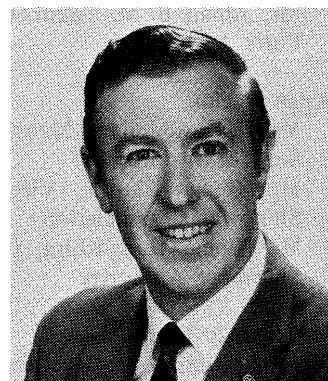
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Port of Gothenburg
Sweden



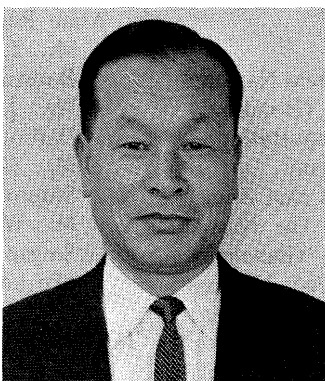
Mr. Kang, Chang Sung
Administrator
Korea Maritime and Port
Administration, Korea



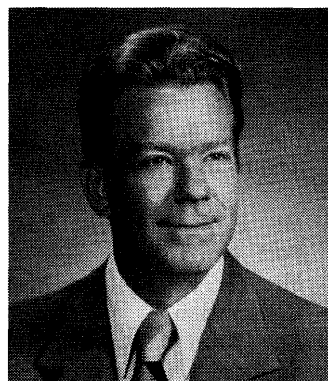
Mr. F. J. N. Spoke
General Manager
Port of Vancouver
Canada



Mr. J. M. Wallace
President
Maritime Services Board of
New South Wales, Australia



Mr. Gengo Tsuboi
Vice-President
The Japanese Shipowners'
Association, Japan



Mr. W. Don Welch
Executive Director
South Carolina State Ports
Authority, USA

Mr. Wilson M. Loubriel
Executive Director
Puerto Rico Ports Authority
Puerto Rico

Internal & Technical Committees, Legal Counselors & Liaison Officers

INTERNAL COMMITTEES

1: Finance Committee

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(The Netherlands)

Vice-Chairman: Mr. A. G. Field, Chairman, Townsville Harbour Board

(Australia)

Members:

American Region

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(USA)

Mr. Nicholas Beshwaty, General Manager, Port of Montreal

(Canada)

Mr. Wilson Loubriel, Executive Director, Puerto Rico Ports Authority

(Puerto Rico)

Mr. H. E. Ridings, Jr., Commissioner, Harbor Commission, Port of Long Beach

(USA)

African/European Region

Mr. J. P. Davidson, Dy. Chairman & Managing Director, Clyde Port Authority

(U.K.)

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

(Kenya)

Mr. J. D. Presland, Executive Vice-Chairman, Port of London Authority

(U.K.)

Mr. Alhaji B. M. Tukur, General Manager, Nigerian Ports Authority

(Nigeria)

Asian Region

Mr. H. E. Abdulla Al Mansouri, Chairman, Abu Dhabi Sea Port Authority

(Abu Dhabi)

Mr. Gengo Tsuboi, Vice-President, The Japanese Shipowners' Association

(Japan)

Mr. Wong, Hung-Khim, General Manager, Port of Singapore Authority

(Singapore)

2: Membership Committee

Chairman: Mr. J. P. Davidson, Dy. Chairman & Managing Director, Clyde Port Authority

(U.K.)

Vice-Chairman: Mr. H. L. Tjon A. Ten, Director, Suriname Port Authority

(Suriname)

Members:

American Region

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(Honduras)

Col. Charles R. Clark, Director, Transportation & Terminals Bureau, Panama Canal Company

(Canal Zone)

Mr. L. H. Flowers, Port Controller, The Nassau Port Authority

(Bahamas)

Mr. G. R. Kunnas, Member, Lakehead Harbour Commission

(Canada)

Eng. Arno O. Markus, President, Empresa de Portos do Brasil S.A.—Portobras

(Brasil)

African/European Region

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

(Nigeria)

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

(Kenya)

Dr. F. A. F. Scheurleer, Managing Director, Rotterdam Municipal Port Management, City of Rotterdam

(The Netherlands)

Asian Region

Mr. Chung, Kek-Choo, Director of Operations, Port of Singapore Authority

(Singapore)

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

(Malaysia)

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

(Australia)

3: Constitution and By-Laws Committee

Chairman: Mr. J. H. W. Cavey, Member, National Harbours Board

(Canada)

Vice-Chairman: Mr. Sven Ullman, General Manager, Port of Gothenburg

(Sweden)

Members:

American Region

Dr. F. K. De Vos, Chief Economist, Canadian Marine Transportation

(Canada)

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

(USA)

Mr. E. S. Reed, Executive Port Director & General Manager, Board of Commissioners of Port of New Orleans

(USA)

Mr. Leslie E. Still, Jr., Dy. City Attorney, Port of Long Beach

(USA)

African/European Region

Mr. P. Bakilana, General Manager, Tanzania Harbours Authority

(Tanzania)

Mr. Bitumei-Di-Kebi Mbelolo, Director, Port de Matadi, Kinshasa

(Zaire)

Mr. Andre Pages, Ingenieur General des Ponts et Chaussees, Bordeaux

(France)

Mr. Jens. H. Zeuthen, Chairman, Port of Copenhagen Authority

(Denmark)

Asian Region

Mr. Lee, Lien-Chih, Director, Kaohsiung Harbor Bureau

(Taiwan)

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

(New Zealand)

Mr. Gengo Tsuboi, Vice-President, The Japanese Shipowners' Association

(Japan)

Mr. Wong, Hung-Khim, General Manager, Port of Singapore Authority

(Singapore)

(To be known one from Australia)

TECHNICAL COMMITTEES

1: Committee on International Port Development

Chairman: Mr. J. K. Stuart, Managing Director, British Transport Docks Board

(U.K.)

Vice-Chairman: Mr. Kang, Chang-Sung, Administrator,

Korea Maritime and Port Administration
(Korea)

Members:

American Region

Mr. Richard D. Ford, Executive Director, Port of Seattle (USA)
Mr. H. Reyes V., Executive Director, Comision Ejecutiva Portuaria Autonoma (El Salvador)
Mr. Frank J. Roovers, Massachusetts Port Authority (USA)
Mr. Carlos Salazar, Chief, National Port Department, Direccion de la Marina Mercante y del Litoral (Ecuador)
Mr. N. Vickruck, Commissioner, Lakehead Harbour Commission (Canada)

African/European Region

Mr. R. O. Ajayi, General Manager, National Cargo Handling Co., Ltd. (Nigeria)
Mr. Joseph Bayada, General Manager, Cyprus Ports Authority (Cyprus)
Mr. John Gituma, Managing Director, Kenya Ports Authority (Kenya)
Mr. Claude Mandray, General Manager, Port of Rouen (France)
Dr. F. A. F. Scheurleer, Managing Director, Rotterdam Municipal Port Management, City of Rotterdam (The Netherlands)
Dr. Rolf W. Stuchtey, Managing Director, Bremer Lagerhaus Gesellschaft (Germany)
Mr. Sven Ullman, General Manager, Port of Gothenburg (Sweden)

Asian Region

Mr. Aftab Alam, General Manager, Planning & Development, Karachi Port Trust (Pakistan)
Mr. W. A. Cullen, Chief Executive Officer, New Zealand Ports Authority (New Zealand)
Mr. D. K. Jain, Joint Secretary, Ministry of Shipping & Transport (India)
Mr. Mustafa A. A. K. Mana, Director-General, Port of Aden Authority (Yemen)
Mr. G. B. Page, Chief Engineer, Papua New Guinea Harbours Board (P. New Guinea)
Mr. Yukio Torii, Director-General, Bureau of Port & Harbour, Kobe City (Japan)

2: Committee on Large Ships

Chairman: Mr. J. M. Wallace, President, The Maritime Services Board of N.S.W. (Australia)

Vice-Chairman: Dr. Chr. Van Krimpen, Managing Director (Nautical), Rotterdam Municipal Port Management, City of Rotterdam (The Netherlands)

Members:

American Region

Mr. Guy Beaudet, President, Guy Beaudet & Associates Inc. (Canada)
Mr. E. Clothier, International Maritime Pilots' Association (USA)
Mr. Francis L. Dixon, Jr., Exxon Corporation (USA)
Mr. Ligtermoet, Assistant Port Manager, Port of Montreal (Canada)
Lt. Cdr. S. J. T. Masse, U.S. Coast Guard (USA)
Mr. G. S. Mouland, General Manager, Ports of St.

John & Belledune (Canada)
Mr. Duane Orr, Consultant to Commissioners, Port of Corpus Christi (USA)
Mr. F. J. N. Spoke, General Manager, Port of Vancouver (Canada)
Mr. Juan F. Valera, Consultoria Externa de Mexico S. A. (Mexico)

African/European Region

Mr. J. A. Berg Andressen, Shipping Economist, International Association of Independent Tanker Owners (Norway)
Mr. Lars Arwidson, Security Officer, Port of Gothenburg (Sweden)
Mr. J. Coune, Director, Des Chantiers de Atlantic (France)
Mr. J. Dubois, General Manager, Port of Le Havre (France)
Mr. P. M. Fraenkel, Senior Partner, Peter Fraenkel & Partners (U.K.)
Mr. N. F. Mathews, IALA Representative to IMCO (U.K.)
Mr. J. Prunieras (To be represented by Mr. Louis Ribadeau Dumas), IALA (France)
Mr. Georges Thebaud, Managing Director, Societe Maritime Shell (France)
Capt. A. T. Young, Harbour Master, Clyde Port Authority (U.K.)
Capt. John A. Edmondson, International Maritime Pilots' Association (U.K.)
Mr. A. J. Smith, Secretary British Ports Association (U.K.)

Asian Region

Dr. Aftab Alam, General Manager, Planning Development, Karachi Port Trust (Pakistan)
Capt. G. P. Horscroft, Nautical Advisor, Department of Transport (Melbourne, Australia)
Capt. G. T. Monks, Harbour Master, Port Headland Port Authority (Australia)
Mr. Kiichi Okubo, Director, Japan Port and Harbour Association (Japan)
Mr. Louis G. Schouten, Managing Director, Voith Australia Pty Ltd. (Australia)

3: Committee on Containerization, Barge Carriers & Ro-Ro Vessels

Chairman: Mr. R. T. Lorimer, General Manager, Auckland Harbour Board (New Zealand)

Vice-Chairman: Mr. W. A. Abernathy, Executive Director, Port of Oakland (USA)

Members:

American Region

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Mr. R. P. Leach, General Manager, Port of Houston (USA)
Mr. Ben E. Nutter, Consultant (USA)
Mr. Edward S. Reed, Executive Port Director, Board of Commissioners of Port of New Orleans (USA)
Mr. Herberto Reyes V., Executive Director, Comision Ejecutiva Portuaria Autonoma (El Salvador)
Mr. F. J. Sheehan, General Sales Manager, Massachusetts Port Authority (USA)
Mr. Simmonds, Chairman, Halifax Port Authority

(Canada)
 Mr. Nic Vickruck, Member, Lakehead Harbour Commission (Canada)
 Mr. W. Don Welch, Executive Director, South Carolina State Ports Authority (USA)

African/European Region

Capt. Niyi Adeyemo, National Cargo Handling Co., Ltd. (Nigeria)
 Mr. Lars. Arwidson, Security Officer, Port of Gothenburg (Sweden)
 Mr. William Bowey, Consultant (U.K.)
 Mr. Bernard Couvert, Societe Navale Chargeurs (France)
 Mr. J. Dubois, General Manager, Port of Le Havre (France)
 Dr. K. L. Mönkemeier, Director of the Port, City of Hamburg (Germany)
 Mr. Honore Paelinck, Office National des Transports (Zaire)
 Mr. J. K. Stuart, Managing Director, British Transport Docks Board (U.K.)
 Mr. Ake Waldemarson, General Manager, Hamnforvaltning Malmö (Sweden)

Asian Region

Mr. Richard Barclay, Director of Operations, Australian National Line (Australia)
 Mr. Chung, Kek-Choo, Director of Operations, Port of Singapore Authority (Singapore)
 Mr. Kim, Sang-Jin, Director-General, Busan District Port Authority (Korea)
 Mr. J. M. Wallace, President, The Maritime Services Board of N.S.W. (Australia)
 Mr. Eiichi Yamazoe, Director, Keihin (Tokyo Bay) Port Development Authority (Japan)

4: Committee on Legal Protection of Port Interests

Chairman: Mr. Andre Pages, Ingenieur General des Ponts et Chaussees (France)
 Vice-Chairman: Mr. A. J. Smith, Secretary, British Ports Association (U.K.)

Members:

American Region

Mr. Auger, Vice-Chairman, National Harbours Board (Canada)
 Dr. F. K. DeVos, Chief Economist, Canadian Marine Transportation (Canada)
 Mr. P. J. Falvey, General Counsel, The Port Authority of NY & NJ (USA)
 Mr. Harvey Weil, Counsel, Port of Corpus Christi (USA)

African/European Region

Mr. Eigil Andersen, General Manager, Port of Copenhagen (Denmark)
 Mr. Kenneth Bantock, Port Director (Hamber Group), British Transport Docks Board (U.K.)
 Mr. Lennart Bergfelt, Legal Advisor, Port of Gothenburg (Sweden)
 Mr. E. F. Ellen, Chief Constable, Port of London Authority (U.K.)
 Mr. John S. Kayndih, Commercial Office, Kenya Ports Authority (Kenya)

Asian Region

Mr. M. J. Alexander, Director of Marine Department (Hong Kong)
 Rear Admiral M. I. Arshad, Chairman, Karachi Port Trust (Pakistan)
 Mr. Mustafa A. A. K. Mana, Director-General, Port of Aden Authority (Yemen)
 Mr. J. F. Stewart, General Manager, Wellington Harbour Board (New Zealand)

Special Adviser

Mr. Nicholas M. Samaras, Maritime Economist, Thessaloniki (Greece)

5: Committee on Community Relations

Chairman: Dr. J. Bax, Head of External Affairs Department, Rotterdam Municipal Port Management, City of Rotterdam (The Netherlands)
 Vice-Chairman: Mr. F. M. Wilson, General Manager, Port of Brisbane Authority (Australia)

Members:

American Region

Capt. H. Allard, Port Manager, Port of Quebec (Canada)
 Mr. J. Barratt, Manager, Corporate Communications, Port of Vancouver (Canada)
 Mr. D. M. Beaton, Commissioner, Nanaimo Harbour Commission (Canada)
 Mr. Chris Brown, Chairman, Fraser River Harbor Commission (Canada)
 Mr. F. K. DeVos, Chief Economist, Canadian Marine Transport (Canada)
 Mr. P. Gilbride, Chairman, Lakehead Harbour Commission (Canada)
 Mr. W. A. Gillberry, Port Manager, Oshawa Harbour Commission (Canada)
 Mr. W. G. Halpin, Port Administrator, Maryland Port Administration (USA)
 Mr. J. R. Kelly, Director of World Trades Division, Delaware River Port Authority (USA)
 Mr. Herberto Reyes V., Executive Director, Comision Ejecutive Portuaria Autonomia (El Salvador)

African/European Region

Mr. W. Dennis, Auditor General, National Port Authority (Liberia)
 Mr. J. Dubois, General Manager, Port of Le Havre (France)
 Mr. J. B. Fitzpatrick, Executive Member, Mersey Docks & Harbour Co. (U.K.)
 Mr. J. Gituma, Managing Director, Kenya Ports Authority (Kenya)
 Mr. G. Gudmundsson, General Manager, Port of Reykjavik (Iceland)
 Mr. R. N. Hayes, General Manager, Dublin Port & Docks Board (Ireland)
 Mr. Paul Hanappe, Research Director, University of Paris (France)
 Mr. D. K. Redford, Chairman & Managing Director, Manchester Ship Canal Company (U.K.)
 Mr. Abdulla Seriai, Office National des Ports (Algeria)
 Mr. J. H. Zeuthen, Chairman & City Prefect, Port of Copenhagen Authority (Denmark)

(Continued on page 25)

Le Havre was superb, Deauville: splendid

Hearty efforts plus good luck

Mr. Francois Le Chevalier, President of the Board of Directors of the Port of Le Havre Authority, said in his address at the Opening Ceremony of Monday, May 14, 1979 . . .

"... Deauville has three advantages; it is far from the cranes, the warehouses, and the industries, so that you can have a quiet stay apart from the intense port activity. The second advantage of Deauville is that it has enough space to welcome this Conference and the third advantage is a grace, the smile of Madame Le Maire which is the self-speaking symbol of Deauville hospitality . . ."

He said, about the weather, that Deauville had persevered frequent heavy rains for the past three months. The necessary sacrifice had been offered, so the Conference organizers hoped that it would be taken into consideration by the masters of winds and seas. No doubt the prayer was hearkened, because there was no rain nor wind during the entire duration of the Conference.

He also said, "... But you have charged us with a formidable responsibility . . . Our city of Le Havre is far from being as big as the large cities of Houston, Singapore, etc. . . . where you held your previous Conferences; our city of Le Havre has only 250,000 citizens and, obviously, we have not enough accommodations in the town to welcome in comfortable conditions a Conference of 800 people."

Mrs. d'Ornano, Mayoress of Deauville, said in her welcome address, "... Deauville has only 6000 inhabitants but each of our visitors is a lord and friend . . ."

Mr. J. Dubois, Conference Chairman, revealed in his Opening Ceremony address that there were record-breaking 800 registrations for delegates and their wives, and the Conference organizers had to close the registration a month before the Conference as it was found impossible to cope with a greater number of participants.

"No foreigners" — "Common bond"

Mr. Altvater, IAPH President, said in his opening address "... strangely enough, you might want to say that we are foreigners but I don't think that's the word; some of your culture may be foreign to us, your architecture is so delightful, so charming, your landscape, I don't know how you plan to have it during apple blossom time but my compliments to you they are lovely. The lovely cities that we have surrounding us; Honfleur and Trouville are also so very delightful for us to behold but you know in our business, which incidentally dates back nearly to the birth of man, trade was one of the early things that brought the world together. Our business doesn't really have a foreign connotation to it, if you stop to realize, we have a common bond, and the common bond is just simply outside the door of this casino. It is the salt water that is our common bond. It ties us together throughout the world; so rather than being known in a sense as foreigners we're really actually partners in the business of trade. And that is I think one of the great strength that we have in this organization . . ."

Ladies Program

Saturday, May 12. Morning free to explore Deauville and go shopping. Tea in the Casino at Trouville was scheduled at

16.30 hours.

Sunday, May 13. Visits by volunteers to Caen (morning, the Abbaye aux Hommes and the Town Hall) and Arromanches (Afternoon, the Museum) or Dives-sur-Mer (Afternoon, craftsmen's village). 19.00-20.30 hours, cocktails given by the I.A.P.H. secretariat in the Casino at Deauville.

Monday, May 14. Morning, visit of the old center of Honfleur. Noon, official lunch given by the Minister of Transport. 15.00 hours, fashion show by Paco Rabanne in the Theatre of Deauville Casino. 16.00 hours, tea time at Hotel du Golf. 20.30-24.00 dinner in the Casino given by Compagnie Francaise de Raffinage, and dancing reception.

Tuesday, May 15. 09.00 hours, departure in coaches for a tour of the Châteaux de Basse-Normandie. Visit of the Château de Lantheuil. 12.00 hours, arrive at Creully. Visit of the Château and lunch. 14.00-15.30 hours, visit of priory of Saint-Gabriel-Brécly. 19.00-23.00 Medieval buffet in the park of the Château de Crèvecœur-en-Auge. This will include a knights' tournament.

Wednesday, May 16. 14.30-16.30 hours, visit to the Musée André Malraux (fine collection of impressionist paintings) and visit to the Musée of the Abbaye of Gravelle.

Thursday, May 17. 08.00 hours, departure in coaches for Paris. 10.30-12.30 hours, visit to the principle places of Paris or free shopping. 13.00-14.30 hours, lunch at Tour Eiffel restaurant. Evening free.

Friday, May 18. Free-possibility of individual activities (sport-shopping). 12.00-14.00 hours, lunch in the Casino at Deauville, all the delegates. 16.00-18.30 hours, Closing Ceremony for the Conference, all delegates (Salle de Cinema in the Casino at Deauville). 20.00-24.00 hours, closing dinner offered by the Port Authority of Le Havre and closing reception with dancing in "salons du Casino", all delegates.

Saturday, May 19. Same as official program for all delegates.

Other occasions in the Salon des Ambassadeurs in the Casino de Deauville

IAPH Secretary General's reception was held on Sunday, May 13 at 18.00 hours.

Luncheon by the Minister of Transport Mr. Joël Le Theule was held on Monday, May 14 at 12.30 hours.

Dinner and dancing soirée by the President-Director General of the Compagnie Francaise de Raffinage and Madame Paul Crosnier was held on Monday, May 14 at 20.30 hours.

Luncheon by Mr. Pierre Donatien COT, President Director General of the Société Générale d'Entreprises was held at 12.30 hours on Tuesday, May 15.

On Thursday, May 17, luncheon was given by Mr. Robert Perrault, President of Caillard S.A. at noon.

On Friday, May 18, at 20.00 hours, the closing reception of the IAPH 11th Conference was held in the names of Mr. Francois Le Chevalier, Chairman of the Board of Directors, and Mr. Jacques Dubois, General Manager, of the Port of Le Havre Authority.

Medieval Buffet and Knights' Tournament

It was 18.00 hours, Tuesday, May 15, that a long row of coaches boarded by delegates and ladies departed from hotels in Deauville and headed for the Château de Crève-cœur en Auge, reaching there around 19.00 hours. Two long and straight tents were pitched parallel at a distance so that a thousand-odd people could easily be accommodated at the tables and chairs placed in them. It was a "Buffet medieval" offered by Mr. Hubert Raoul-Duval, Chairman of the Le Havre Chamber of Commerce and Industry.

Presently long rows of monks in motley garment walked up to the tables to serve wine in decanters. Soon, public-address system began telling us what it was all about. Armored knights on horse backs began to perform a jousting tournament in the space between the tents. The jousts, wooden as they were, looked like steel lances as the mounted knights dashed passing each other, one for one.

When dismounted warriors combated on foot, the thrashing sounds of hatchets and chains were violent enough to make ladies shudder. When a knight was unhorsed, his heel was caught in the stirrup and he was dragged footfirst by the galloping horse. You jumped to your feet and swallowed hard, only to heave a sigh of relief as you heard someone mutter, "A clever stunt." An unidentified lady did not forgive the black-cloaked knight for acting mean. Many ladies adored the behavior of the bright-color-manteau-ed prince the umpire.

As all the delegates boarded coaches and headed for hotels about 23.00 hours, there was satisfaction in many faces that they had experienced the thrill of medieval tournament in the country where it originated.

Port of Le Havre visited

Wednesday, May 16, at 09.00 hours, a dozen coaches boarded by the delegates departed from the Normandy Hotel for the Port of Le Havre. After about an hour's drive, the caravan crossed the Bridge of Tancarville, a huge suspension bridge spanning the Seine up-river from Le Havre. Turning to the west, it entered the vast (25,000 acre) Industrial Zone of the Port.

We passed along Renault Assembly Plant, the vast plants of Compagnie Française de Raffinage, and other factories. Then we were brought face to face with the cherished container terminals: the Europe Terminal, the Bougainville Terminal and the Atlantic Terminal.

At the end of the Grand Canal of Le Havre, we passed the François-1 Lock, the largest in the world. Then the entire Port of Le Havre as we knew began to unroll before us. The wharves of Compagnie Industrielle Maritime extended as far as our eyes could see. We passed, coach and all, through a long cotton bale warehouse before reaching the Passenger Hall of the Port.

There the ladies who had left Deauville at 10.00 hours and been visiting the principal places of the city joined us for lunch, sponsored by Mr. Pierre Bolotte, Préfet of Upper Normandy Region and of the Seine-Maritime, Mr. André Bettencourt, President of the Regional Council of Upper Normandy, and Mr. Bertrand du Pouget, President of Economic and Social Council of Upper Normandy. The lunch was preceded by an address of Mr. Bolotte and slide projection of the port facilities of Le Havre.

After lunch, the delegates visited Le Havre-Antifer, Commercial Port, which lies 12 miles north of Le Havre, and provides shelter for two jetties designed for tankers of

between 500,000 and 700,000 dwt. Returning to Le Havre, the group visited Deputy Mayor of the City of Le Havre, Mr. André Duraméa, in the City Hall where the Mayor presented IAPH President Mr. G. Altvater with the Grand Medal of the City of Le Havre. Then drinks were offered and a dozen pretty girls led by grown-up leaders entertained the guests with cheery songs and ring dances.

The men bade reluctant farewell to the City of Le Havre and headed via the Tancarville Bridge for Honfleur where they were invited to "Buffet Norman" offered by Mr. Jean Gueydon de Dives, President-Director General of the Compagnie Industrielle Maritime at 20 hours in the Salt Attics of Honfleur. The ladies joined men there after spending the afternoon visiting the Museum André Malraux and the Museum of Abbaye of Gravelle.

Port of Rouen visited

Saturday, May 19, 09.00 hours, delegates and ladies boarded on twenty coaches bade farewell to Deauville and started for Rouen. The Port of Rouen is 120 km upstream from the mouth of the Seine River, and Paris is further 220 km upstream.

In less than a half hour, as the road went down to the river level, we saw a heavy-duty truck loaded with a heavy lift cargo jogging along in the same direction; an indication that a big port is ahead of us. For a long distance we went along the plants of the Rouen industrial zone on the left bank of the Seine. Meanwhile on the opposite bank of the river we could count several grain silos here and there. Rouen's largest container terminals were at Bassin de Rouen-Quevilly.

Alighting from the coaches, we were led into a big hall where film slides of the Rouen Port facilities were shown and addresses were given by Mr. H. de Rochebouet, President, Director General, and Mr. C. Mandray, General Manager, of Port Autonome of Rouen. As a recent brochure of the Port of Rouen says: "At Rouen, it is not just a case of port industries, but rather of industries which are at the very gates of Paris, with a complete network of Communications and transport".

Then we went into the City of Rouen and were led into the "Halle aux Toiles" guild building where lunch with wine was served. After lunch we were allowed to walk in the city to meet our coaches parked at a distance. We were guided to San Maclou Church, the Rouen Cathedral, the big clock in the pedestrian center, and the Old Market square where Joan of Arc was burned alive on May 30, 1431. We got back into coaches which took us to Paris.

Paris — Conciergerie

Leaving the city of Rouen around 16.00 hours, the coaches arrived at hotels in Paris where respective delegates were destined. About 20.00 hours, the coaches came back to hotels to pick up those delegates and ladies who were to attend the Farewell Reception at the Conciergerie, at 1 Quai de l'Horloge, Paris 1er, on the Ile de la Cité, the tiny island in the Seine which lay on the intersection of key roads and became the natural bastion of Paris, long long ago.

As you arrived at the Gothic palace of Conciergerie and walked down to the "Salle des Gardes" in the Basement, your lady was given a bouteille of French perfume and a French scarf. As you proceeded, drinks were offered. You looked around to admire the graceful evening dresses in all styles and colors, wafting and waving.

Further on, round tables were set all the way up to huge

tapestried walls. Wines were served, dishes arrived, and presently the band began to play dance music. At dessert time, scores of waiters trotted out marching, carrying ice-creams on salvers, each emitting fire from the joss-stick fireworks stuck on it. All the diners applauded in surprise. Towards midnight, some began to depart, but the partings were pathetic and lengthy, especially as they meant farewells for the entire unforgettable Conference. Au revoir, au revoir!



At dinner table, Casino, Deauville

(Continued from page 22)

Asian Region

- Rear Admiral M. I. Arshad, Chairman, Karachi Port Trust (Pakistan)
- Mr. S. D. Hayton, Chairman, Taranaki Harbours Board (New Zealand)
- Mr. R. T. Lorimer, General Manager, Auckland Harbour Board (New Zealand)
- Mr. Lester Padman, Townsville Harbour Board (Australia)
- Mr. F. M. Williams, General Manager, Bay of Plenty Harbour Board (New Zealand)

Special Advisor

- Mr. Yoshio Takeuchi, President, Overseas Coastal Area Development Institute of Japan (Japan)

6: Committee on Trade Facilitation

- Chairman: Mr. Robert L. M. Vleugels, Director-General, Port of Antwerp (Belgium)
- Vice-Chairman: Mr. W. Don Welch, Executive Director, South Carolina State Ports Authority (USA)

Members:

American Region

- Dr. H. L. Tjon A. Ten, Director, Suriname Port Authority (Suriname)
- Mr. R. W. Innes, Chairman, Port of St. John's, New Foundland (Canada)
- Mr. H. A. Mann, Vice-President, Swan Wooster Engineering Co., Ltd. (Canada)
- Mr. F. J. Roovers, Director for Europe, Massachusetts Port Authority (Office in Antwerp) (USA)
- Mr. John Savage, Special Assistant to Director of Marine Terminals, The Port Authority of NY & NJ (USA)

African/European Region

- Mr. Claude Mandray, General Manager, Port of Rouen (France)
- Mr. D. A. Ndikumwamj, Principal Planning Officer, Tanzania Harbours Authority (Tanzania)
- Mr. J. E. Nkpang, Assistant General Manager, Nigerian Ports Authority (Nigeria)
- Mr. Oleg A. Terekhov, General Manager, Sea Commercial Port of Leningrad (USSR)

Asian Region

- Mr. W. A. Cullen, Chief Executive Officer, New Zealand Ports Authority (New Zealand)
- Mr. J. G. Griffith, Director, Department of Marine & Harbours (Adelaide) (Australia)
- (To be known one from Japan)

Special Advisors

- Mr. Arthur Baylis, Executive Director, National Committee on International Trade Documentation (USA)
- Mr. J. Duquesne, SIMPRO France (France)
- Mr. J. Raven, Vice-President, SITPRO UK Board (U.K.)

LEGAL COUNSELORS

- Chairman: Mr. Patrick J. Falvey, General Counsel, The Port Authority of New York and New Jersey (USA)
- Vice-Chairman: Mr. Leslie E. Still, Jr., Senior Deputy City Attorney, Port of Long Beach (USA)

Members:

- Mr. Cyrus C. Guidry, Port Counsel, The Board of Commissioners of the Port of New Orleans (USA)
- Mr. Gary R. Kunnas, Member, Lakehead Harbour Commission (Canada)
- Mr. J. Wells, Assistant City Attorney, Port of Los Angeles (USA)
- Dr. K. L. Monkemeier, Director of the Port, Freie und Hansestadt Hamburg (Germany)
- Mr. Gengo Tsuboi, Vice-President, The Japanese Shipowners' Association (Japan)

LIAISON OFFICERS with

- UNCTAD: Mr. J. K. Stuart, Managing Director, British Transport Docks Board (U.K.)
- ECOSOC: Mr. A. J. Tozzoli, Director of Marine Terminals, The Port Authority of New York and New Jersey (USA)
- IMCO: Mr. A. J. Smith, Secretary, British Ports Association (U.K.)

Terms of Reference to the Internal and Technical Committees of IAPH (1979 – 1981)

Finance Committee

At the 8th Conference of the I.A.P.H. the so called "Amsterdam Resolution" regarding the I.A.P.H. self-sufficiency was adopted.

During the last few years especially the dramatic fall of the US dollar compared to the Yen rate of exchange caused a great gap between revenues and expenses of the I.A.P.H.

During the 11th Conference some very drastical steps were taken to overcome our difficulties in the financial situation, viz.

- the adoption of the SDR system
- the adoption of a 10% raise of the due scheme, effective from January 1, 1980 and again from January 1, 1981
- the adoption of a voluntary levy on top of the usual dues during 1979.

Taking the continuation of an annual 10% increase of dues into account, an exchange rate of \$1 = Yen 200, an estimated 5% inflation rate and 3% loss of dues each year, the following figures for the coming five years are stating the I.A.P.H. revenues and expenses.

(In thousand Yen)				
Year	Revenues (1)	Expenses (2)	Balance (3)	% (3) : (1)
1979	82,045	122,565 *	-40,520	49%
1980	97,356	112,305	-14,949	15%
1981	105,279	131,558 *	-26,279	25%
1982	114,544	123,251	- 8,707	8%
1983	123,843	147,787 *	-23,944	20%

* = Conference Year

Notwithstanding the fact that income and expense are not in balance, the difference between them is shrinking in the right way.

We are very glad that the I.A.P.H. Head Office Maintenance Foundation is prepared to bridge this unbalanced situation. At the same time it is a matter of normal practice not to lean on subsidies, since they do not last forever.

It is a necessity to try and promote the I.A.P.H. in order to get more members although this will not be easy. The best promotion can be done by every I.A.P.H. member in its own environments. Also the help of the Membership Committee will be of great value.

We do not see other possibilities to decrease the difference between income and revenue and expense. During the 12th Conference at Nagoya, we will report what the definite effectness has been of the important financial decisions we have taken at the 11th Conference. From that experience we will learn if it is possible or not to raise the dues with more than 10% as from 1982.

Membership Committee

It is recommended that a successful campaign for new members, instituted following the Mombasa Meeting of the Committee in April, 1978, be continued on a required base

through personal approach to non-member ports by Committee members in each region.

To promote this effort the following members will act as coordinators for the region:—

Mr. Kunnas, Commissioner Lakehead Harbour Board Canada	— Canada and U.S.A.
Mr. H. L. Tjon A. Ten Director, Suriname Ports Authority, Suriname	— Latin America Caribbean South America
Mr. J. P. Davidson Deputy Chairman & Managing Director Clyde Port Authority U. K.	— Europe
Mr. J. Gituma, Managing Director, Kenya Ports Authority	— Africa
Mr. James B. Willie Chairman, Sabah Ports Authority, Malaysia	— Mainland Asia
Mr. F. M. Wilson General Manager Port of Brisbane Authority Australia	— Australia Pacific Islands

Committee on International Port Development

This Committee was established for the purpose of finding ways in which ports in the developed countries can assist ports in the developing countries to improve the latter's operations, facilities and administration through collaboration with world organizations such as the United Nations, the World Bank, the Organization for Economic Co-operation and Development.

The main aspects which the Committee on International Port Development concentrates on are as follows:—

1. Proposing and updating the necessary details of training and technical assistance in the field of ports which are available to the developing countries from the members of the I.A.P.H. and other sources/organizations.
2. Proposing the administering schemes that may encourage the education and/or training of ports' staff, with a view to improving the efficiency of the ports in the developing countries.
3. Stimulating port authorities in both the developed and developing countries to enable them to achieve closer collaboration in exchanging their experience in the field of port administration and port operations in such aspects as port facilities and port procedures for the benefits of all the port operators and port users throughout the world.

Committee on Large Ships

Primary Task

Produce a technically sound report for guidance of Port

managers to aid in promotion of safety and environmental protection. Large Ship development and their specific problems are to be highlighted.

Specific Tasks

Produce a corrected, clarified and rebalanced version of the 1979 report that will be able to be converted into a handbook for guidance of Port managers. Feedback from members will be solicited further through the Ports and Harbors magazine. Revision will include but not be limited to:

- Adding new data on skill requirements and training suggestions for various elements of Port operation.
- Expanding the crisis management section to include more details.
- Develop more intensive check list and routines for an identified deficient ship including but not limited to engine room fires risk, procedures to cope with high risk ship, etc.
- Accident analysis routine including dissemination of data.
- Clear narrative on existing IMCO conventions, resolutions and recommendations as well as those that are in the process of development.
- Forecast of ship size and quality changes including coal, slurry vessels, tankers, methane carriers, containers, etc.

Work Method

- The appointed committee will participate fully in production of report.
- Specific assignments will be given to individuals for write-up and more intense concentration and development.
- Committee meeting will be held in each of the three I. A. P. H. regions in preparation for the 12th Conference at Nagoya, Japan in 1981.

Committee on Containerization, Barge Carriers and Ro-Ro Vessels

It has been recommended that the Committee, in terms of its Order of Reference, will continue to study and make available to Members of the Association information on the operation, planning, and development of facilities and systems as applicable to the three forms of transportation.

In particular, the Committee will:—

1. Consider any special recommendations emanating from the 11th Conference and initiate studies as required,
2. Continue to seek statistical information relative to container operations and amend questionnaire to conform to recommendations emanating from the 11th Conference,
3. Issue the study completed of guidelines prepared for safety procedures in container terminals,
4. Follow up information on results of study of security measures in container terminals and promulgate as appropriate,
5. Issue the questionnaire on study of port structure heights and seek assistance from International Association of Bridges and Tunnels,
6. Liaise with Committee on Large Ships and obtain information regularly on ship size and design trends particularly in respect to the drafts of container, Ro-Ro and Barge Carrying vessels.



Meeting of the Committee on Large Ships

Committee on Legal Protection of Port Interests

1. To examine and keep under review the provisions of international law affecting the interests of ports,
2. To report and make recommendations thereon from time to time as may be appropriate or requested by the Association,
3. To take such action by way of inputs or representations to the I. M. C. O. or any other international organizations from time to time in the interests of ports as may be appropriate,

In consultation with the I. A. A. S. P. to disseminate information on order and security and other related matters affecting the interests of ports,

To consult with and advise other committees on matters arising from their terms of reference and which impinge upon or may affect the legal protection of port interests.

Committee on Community Relations

The basis reasoning for the establishment of a Committee on Community Relations may be found in the following:—

1. Traditionally, ports and cities were inseparable entities supported by communities which were much port oriented.
2. Especially after the World War II, we have seen dramatic changes in the ports because of new transportation techniques, big vessels requiring deep water facilities, greatly increased traffic flows, the large-scale introduction of modern industries dependent on deep water and hinterland networks, etc. The traditional aspects of the port have been replaced by an industrialized complex.
3. Changes and physical expansion of port areas have evoked often violent reactions on the part of the population. Local action groups resent the ongoing development of port area, the continual changes, all kinds of pollution (air, water and visual pollution), and dynamic growth in general.
4. As a result, it is becoming increasingly difficult for ports to realize plans necessary to adapt themselves to the changing needs of world trade.

Therefore, the objectives and actions of this Committee are as follows:—

- Objectives: Ports are still essential service instruments to world trade. They hold the world together by serving

the trade needs of nations. As developing countries enter into world trading patterns, it becomes even more important that ports have possibility to adapt to changing circumstances. However, in order to do this, ports need the support of the politicians and the general public.

- Actions: We have put a number of recommendations before the organizations which agreed on their implementations.

We find it worthwhile to continue the work on the Committee so that it may report on results and further their research on possible actions.

Committee on Trade Facilitation

This Committee was established with a view that cumbersomeness of paper works and procedures in ports is hampering the efficiency of ports everywhere in the world, and improvement in this regard is actually required by all port related industries.

Therefore, this Committee will have, as the scope of activities, the followings:—

- 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 banks and shipping companies and I.A.P.H. members in the field
- To spread the information progress made among the membership of the I.A.P.H.
- To keep contact with international and national organizations who are active in the above mentioned field and establish close cooperation with them



Meeting of the Committee on Legal Protection of Port Interests



Meeting of the Committee on Trade Facilitation



Committee chairmen and group leaders



Question and answer session with Prof. Leontief



Nominating Committee meeting

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The Representative: Mattentwiete 2, 2000 Hamburg 11, Tel. 040/362811-18

Local Representatives:

North Germany
Tel. 040/362811-18
Duesseldorf
Tel. 0211/482064/65

Frankfurt
Tel. 0611/749007
Stuttgart
Tel. 0711/561448/49

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Bills and Resolutions of the 11th Conference

Bill No. 1

A Bill to Amend Section 5 of the By-Laws :—

BE IT ENACTED by The International Association of Ports and Harbors in a Conference assembled at Le Havre, France on the 14th day of May, 1979 that Section 5 of the By-Laws shall be and the same is hereby amended to read as follows:

Membership Dues

Section 5. Effective January 1, 1980, membership dues of this Association shall be as follows:—

Each Regular Member shall pay membership dues of SDR660.00 per annum per subscribed membership unit.

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

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

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

For purposes of this Section "SDR" shall mean Special Drawing Rights as established and employed within the monetary system by the International Monetary Fund.

Notwithstanding the foregoing, those Regular Members consisting of public and governmental agencies, of whatever kind, performing purely governmental functions and not charged with any duties relating to the operation of the port, shall not be subject to membership dues based upon tonnage handled and shall instead pay membership dues of SDR660.00 per annum per subscribed membership unit. For purposes of this Section, Regular Members who contract with others for the operation of their port facilities shall be subject to membership dues based upon the tonnage handled in that port.

Where a Regular Member or applicant for regular membership performs purely governmental functions and is not

charged with any duties relating to the operation of a port, it shall pay membership dues as follows:

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

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

Regular Members and Associate Members shall have the privilege of subscribing for any number of membership units in addition to the units required by other provisions of this Section. Each Regular Member shall file with the Secretary General, on the first day of July in each odd numbered year commencing with the year 1979, a report of the tonnage handled during the calendar year immediately preceding the filing of such report. Such tonnage report shall be used for the purpose of calculating the number of membership units to which that Regular Member shall subscribe until the succeeding tonnage report is filed as herein required, irrespective of any fluctuations in the volume of tonnage handled in the meantime.

Class A Category One Associate Members whose annual gross sales are US\$5,000,000 or more shall pay membership dues of SDR550.00 per annum per subscribed membership unit; those whose annual gross sales are more than US\$2,500,000 but less than US\$5,000,000 shall pay membership dues of SDR370.00 per annum per subscribed membership unit; and those whose annual gross sales are US\$2,500,000 or less shall pay membership dues of SDR190.00 per annum per subscribed membership unit.

Class A Category Two Associate Members whose annual gross sales are US\$2,500,000 or more shall pay membership dues of SDR550.00 per annum per subscribed membership unit; those whose annual gross sales are more than US\$1,500,000 but less than US\$2,500,000 shall pay membership dues of SDR370.00 per annum per subscribed membership unit; and those whose annual gross sales are US\$1,500,000 or less shall pay membership dues of SDR190.00 per annum per subscribed membership unit.

Class A Category Three Associate Members whose annual gross sales are US\$500,000 or more shall pay membership dues of SDR550.00 per annum per subscribed membership unit; those whose annual gross sales are more than US\$250,000 but less than US\$500,000 shall pay membership dues of SDR370.00 per annum per subscribed membership unit; and those whose annual gross sales are US\$250,000 or less shall pay membership dues of SDR190.00 per annum per subscribed membership unit.

Class B and Class C Associate Members shall pay membership dues of SDR550.00 per annum per subscribed membership unit.

Class D Associate Members shall pay membership dues of SDR90.00 per annum per subscribed membership unit.

Class E Associate Members shall pay membership dues of

SDR70.00 per annum per subscribed membership unit.

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

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

Effective January 1, 1981, membership dues of the Association shall be increased by ten percent (10%) rounded out to the nearest SDR10.00, over the due in effect January 1, 1980.

Statement of Changes in the Constitution (Bill No.2)

The objects of the Association have been restated to elaborate on the need to develop good relations and collaboration among all ports and to present common positions of ports to regional and international bodies considering treaties and conventions, for example.

The undertakings of the Association are restated to include strengthening along with establishing relations with other international organizations, both public and private.

The Association's committee functions are more precisely described.

The Classification of Members is revised so that national or local associations or bodies supporting the objects generally coincidental with those of I. A. P. H., but who do not exercise powers with respect to planning, development, construction or operation of one or more ports, would not have the right to vote unless they were Regular Members as of May 10, 1967.

The amendments section has been rewritten to delete outdated matter.

Articles VII through XI are renumbered to provide a better sequence.

Statement of By-Laws Changes (Bill No.3)

Section 2 of Article I is amended to delete outdated material relating to the East African Harbors Corporation and to update the description of regular members deriving such status from the fact of having such membership as of May 10, 1967.

Section 5 of Article I is amended to permit the Board of Directors to amend the Membership Dues structure by Resolution. At present a By-law amendment is necessary to change the dues.

The detailed description of dues has been retained as a transitional schedule to be valid until amended by Resolution of the Board of Directors.

Regular Members deriving such status from Article IV b(2) of the Constitution would pay as dues SDR660 for 1980 and SDR730 for 1981 per annum per subscribed membership unit.

Section 6 is amended to permit Associate and Honorary members to be appointed to Conference, Internal or Technical Committees.

Clause 1 of Section 8 is amended to read that the membership of a member of this Association shall be subject to termination by the Secretary General if and when the member is two years delinquent in the payment of his membership dues.

Section 9 of Article II is amended to include as members of the Board the five members of the Executive Committee who are appointed to that Committee by the President.

A new section 11 is added to Article II to require that in order to qualify as an elective member of the Board of Directors one must be and remain an officer or employee of a Regular member.

Section 12 is amended to give the Board of Directors power to fix the membership dues by Resolution.

Section 13 is amended to require that the Secretary General give each member of the Board 60 days notice of a regular meeting and 30 days notice of a meeting by correspondence.

Section 15 of Article III is amended to confirm that the five members of the Executive Committee appointed by the President serve at the pleasure of the President.

Section 16 is amended to require 60 days notice of regular meetings of the Executive Committee and 30 days notice of a meeting by correspondence.

In Section 19 the word "matters" is substituted for "problems" in describing the Secretary General's duty to make recommendations concerning the budget.

In Section 20 the description of Regions is changed so that "European" becomes "African/European".

Section 20-A in Article IV-A is renumbered 21 but otherwise unchanged. From here, all new sections are renumbered so that Article V Section 21 becomes Section 22, and so on.

In Article V the term "elected" is substituted for "chosen" in describing the appointment of officers. The terms "officer or employee" are substituted for "official" in the definition of "Representative" of a Member.

In existing Section 23 paragraph 3 (new S. 24 para. 3) there is a change to identify the Executive Committee as the designee of the Board of Directors to designate depositories of funds and to make disbursements if the Board desires to make any designation.

Payment of dues details are condensed in next Section 25 (new).

In new Section 30, a change is made to clarify that a Conference and the Plenary Meetings thereof constitute the supreme policy making body of the Association during the Conference.

In new Section 33 it is provided that authors of Conference papers shall read "a summary thereof".

New Section 35 dealing with "Voting" is revised to reflect the need for a 2/3ds vote of all members in order to amend the Constitution.

New Section 37 "Committees" is revised to provide for the establishment by the Board of Internal and Technical Committees whose Chairman and Vice-Chairman are to be appointed by the President. The President would also appoint the remainder of the Committee in consultation with the Chairman: The Committees serve until the end of a Conference. Equitable regional representation is required on the Internal Committees so far as practicable and is desirable for Technical Committees. Each Committee is required to submit a report to the next Conference and can be directed to provide interim reports.

In new Section 38 paragraph 2 is revised to require that one or more Legal Counsellors shall be members of the Resolutions and Bills Committee of a Conference.

The name of the "Ways & Means" Conference Committee is changed to "Budget" Conference Committee.

Honorary Membership could be conferred upon individ-

uals who have rendered meritorious services to the Association. Heretofore such service had to relate to port affairs.

New Section 39 is changed to provide for reports by Conference Committees to the Conference.

Existing Article XI has been integrated or eliminated as required.

New Article XII Section 45(e) is revised to clarify the reporting by the Secretary General to each Conference and to each Executive Committee meeting as to the financial position of the Special Port Development Technical Assistance Fund. This is existing Article XIII.

Resolution No. 1

RESOLUTION ON SPECIAL ASSESSMENT OF DUES FOR 1979

BE IT RESOLVED by the International Association of Ports and Harbors in a Conference assembled at Le Havre, France on the 14th day of May, 1979 that

A special assessment for the calendar year 1979 shall be computed by the Secretary General on the basis of the deficiency, if any, arising from payment of 1979 Membership Dues in U.S. Dollars rather than in the Special Drawing Rights of the International Monetary Fund.

The Secretary General is authorized to request each member having the above described deficiency in dues payment to pay the said amount as a special assessment for 1979. To the extent practicable, members shall pay their special assessments.

Resolution No. 2

RESOLUTION OF CONDOLENCE UPON THE PASSING OF ROBERT BOEUF

WHEREAS, an untimely death has taken Robert Boeuf, a former Ingenieur General des Ponts et Chaussees, Ministere des Transports, France, and WHEREAS, Robert Boeuf served as a member of the Executive Committee of the International Association of Ports and Harbors and was a sincere friend and staunch supporter of this Association, and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him, and for his contributions to the Association from his knowledge and experience in the construction and operation of ports and harbors,

NOW, THEREFORE BE IT RESOLVED that the International Association of Ports and Harbors hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Eleventh Conference of the International Association of Ports and Harbors be adjourned in memory of him and as an expression of its friendship and affection its members bore for him.

Resolution No. 3

RESOLUTION OF CONDOLENCE UPON THE PASSING OF THOMAS P. GUERIN

WHEREAS, an untimely death has taken Thomas P.

Guerin, a former General Manager and Secretary of the Commission of Public Docks, Portland, Oregon, U.S.A., and WHEREAS, Thomas P. Guerin served as a member of the Executive Committee of the International Association of Ports and Harbors and was a sincere friend and staunch supporter of this Association, and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him,

NOW, THEREFORE BE IT RESOLVED that the International Association of Ports and Harbors hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Eleventh Conference of the International Association of Ports and Harbors be adjourned in memory of him and as an expression of its friendship and affection its members bore for him.

Resolution No. 4

RESOLUTION OF CONDOLENCE UPON THE PASSING OF COL. HOWARD W. QUINN

WHEREAS, an untimely death has taken Col. Howard W. Quinn, a former Director of Port of Callao, Peru, and a port development consultant, U.S.A., and WHEREAS, Col. Howard W. Quinn was a sincere friend and staunch supporter of the International Association of Ports and Harbors, and,

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him, and for his effort to host the second conference of this Association, though unrealized due to political reasons, at the initial critical days of the Association,

NOW, THEREFORE BE IT RESOLVED that the International Association of Ports and Harbors hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Eleventh Conference of the International Association of Ports and Harbors be adjourned in memory of him and as an expression of its friendship and affection its members bore for him.

Resolution No. 5

RESOLUTION OF CONDOLENCE UPON THE PASSING OF AUSTIN J. TOBIN

WHEREAS, an untimely death has taken Austin J. Tobin, a former Executive Director of Port Authority of New York and New Jersey, U.S.A., and WHEREAS, Austin J. Tobin served as a member of the Executive Committee of the International Association of Ports and Harbors and initiated the Port Development Technical Assistance Fund, and was an Honorary Member and a sincere friend and staunch supporter of this Association, and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him, particularly for his great assistance to the growth of the Association,

NOW, THEREFORE BE IT RESOLVED that the International Association of Ports and Harbors hereby testifies to its deep sorrow in his passing and to its sincere feeling of

loss and that this Eleventh Conference of the International Association of Ports and Harbors be adjourned in memory of him and as an expression of its friendship and affection its members bore for him.

Resolution No. 6

RESOLUTION ON TRAINING PORT PERSONNEL OF DEVELOPING COUNTRIES

WHEREAS, the Special Committee on International Port Development has issued a report and conducted working sessions covering the matter of assisting in the training of citizens of the developing nations in the techniques of port development and management; and

WHEREAS, the Committee has reported that the members of the International Association of Ports and Harbors have expressed their support of both the developed ports and the International Association of Ports and Harbors assisting in the training of skilled port persons in those developing nations which request such assistance;

NOW, THEREFORE BE IT RESOLVED that the International Association of Ports and Harbors approves the concept of sister port relationships between a developed and a developing port as a means of fostering training programs; and

BE IT FURTHER RESOLVED that the International Association of Ports and Harbors requests the appropriate international and national organizations to provide funding to the International Association of Ports and Harbors, or the members thereof, to permit the Association and its members as appropriate to provide training to developing nations so that they shall have the skilled port personnel in all the necessary fields of science and administration which are essential to the Ports of the Future.

Resolution No. 7

RESOLUTION ON HONORARY VICE-PRESIDENT

BE IT RESOLVED by the International Association of Ports and Harbors in a Conference assembled at Le Havre, France on the 18th day of May, 1979 that

Mr. Fumio Kohmura is hereby accorded the title of Honorary Vice-President of the International Association of Ports and Harbors, who will attend the Executive Committee meetings as its member, during the term commencing on the closing day of the Eleventh Conference and ending on the closing day of the Twelfth Conference, to do the work specially assigned by the President, consistent with the Constitution and By-Laws.

Resolution No. 8

RESOLUTION EXPRESSING APPRECIATION

RESOLVED that The International Association of Ports and Harbors hereby expresses its appreciation to the representatives of the French Government: Mr. J. Le Theule, Minister of Transport, Honorary President of the Confer-

ence, Mr. F. Essig, General Manager of Merchant Marine, Ministry of Transport, First Vice Chairman of the Conference, and Mr. P. Ollivier, Director of Ports and Navigation, Ministry of Transport, Second Vice Chairman of the Conference, who have honored the Eleventh Conference of I. A. P. H. by their presence.

Our thanks must go to the charming Mrs. d'Ornano, Mayoress of Deauville, who was our hostess and who has so gently and so kindly delivered such a nice message from the City of Deauville. Mr. Duraméa, Mayor of Le Havre, must also be thanked for his contribution.

Mr. Paul Bastard, who, during 8 years, has been the General Manager of the Port of Le Havre, must also be named for his precious contribution to the success of this Conference.

The Association wants also to express its appreciation to its host, the Port of Le Havre Authority, and especially to: Mr. F. Le Chevalier, Chairman of the Board and Host President, Mr. J. Dubois, General Manager and Conference Chairman, Mr. J. J. Vernon, General Co-ordinator, and Mr. J. P. Lannou, General Co-ordinator, and to all the members of its staff who have participated with enthusiasm to the organization of the Conference.

Our appreciation goes also to the Ladies Committee and particularly to: Mrs. Le Chevalier, Chairman of that Committee, Mrs. Bastard and Mrs. Dubois, Vice Chairman of the Ladies Committee.

We must also thank all the sponsors who have permitted us to enjoy the delightful social events programmed during the Conference, we think to express by letter to all of them our warm thanks.

We must also have special appreciation for the Professor Wassily Leontief who has delivered such an excellent study on the "World Ports of the Future".

Finally, we must thank all the exhibitors and all the Press members.

All these appreciations are given for the respective contributions of each to the success and the enjoyment of the Eleventh Conference of the International Association of Ports and Harbors.



Mr. Altvater's Closing Address

Thank you Mr. President. Thank you delegates, members of the International Association of Ports and Harbors. I am very indebted to each of you here, I have had the privilege of serving your organization and the honor these past two years, a goal, to which I never have aspired, but believe me, I have been most honored to have this privilege. It is fun working within the frame work of this organization and there are just so many people that you need to thank in connection with a term of office. First of all I would like to express my real thanks to our officers who have served me so well these past two years Mr. Mayne, Mr. Bastard and Mr. Tozzoli. I would like to also thank the Executive Committee members who have been so helpful to us and Mr. Kinyanjui for hosting us down in Mombasa last spring for our Executive Board Meeting at that time, a very gracious and wonderful gesture. I would like to thank the Secretariat for the fine support and wonderful assistance they have given me; their direction and guidance would have made this an extremely difficult role . . . but they seemed to be there all the time to give a helping hand. The advice and help of the Secretary General Emeritus Toru Akiyama was certainly something to be welcomed and cherished. Of course all of this did take a little bit of time so I would also like to express my thanks to my Board members from the Port of Houston Authority who allowed me the time to devote to the activities of our Association, I am grateful for this wonderful support and backing that they have given me not only during this term of office but in previous years when I was serving as Vice-President as host of our conference in 1977. I have two of my Commissioners here and I would like to introduce them to you. Mrs. Marcella Perry, would you please stand . . . and Mr. Howard Middleton, would you please stand. I also have my bride here who is the number 1 boss of the whole Association, everything I do for the Port of Houston and everything else . . . Audrey Altvater, would you please stand . . . She and I are a team but I must admit that she is the chief.

During this week the Association has taken some unusual action, it has been an unusual week of new ideas, new concepts, new steps forward. What we did on the adoption of a new dues schedule was so meaningful, it really is so meaningful because many of us in this Association have been striving since 1971 to become self-sufficiency. Thank the lord for the help that the Foundation has given us in Japan these last 8 to 10 years backing us financially at a time when we were going through some rather rough periods financially but what the Association and you delegates have done this week is that you have improved our dues structure sufficiently enough that we feel that within the next few years, if the yen goes down and the dollar goes up, just a week bit, we are going to make this goal of self-sufficiency, and I think this is marvellous; they are always in back of us, always assist us. Mr. Akiyama has promised that the Foundation will be there to give us a hand anytime we want it but they are ready for us to stand on our own, the day we are able to move forward. We had wobbly legs 10 years ago, but today we are on stronger legs. Our body as an organization is much firmer. I look forward to seeing great progress within this Association in the years immediately ahead. I want to call your attention also, if you will excuse me for a moment . . . You know I think it is the

wine, I really do. I never get a dry mouth but I did then, but of course I have had more wine this week than in my whole life . . . in fact water tastes strange!! If you will think about our dues structure for just a minute, we have probably raised the unit level from some 600 dollars to 660 and then with a 25% increase we are going to be just a little over of 700 dollars per unit, and then we are talking about an increase in 1980, 1981 of 10% each year. So we are still be a good deal less than 1000 dollars per unit for membership in this great organization. Now if you will just stop and think about how much that costs and how that compares with what other things you are doing in our business, the port industry, I wish you would just stop and think and realize the value you are getting. In all of our communities throughout the world, we will take an advertisement in a magazine, in a paper or anything . . . that is a thousand dollars there, we will take people to lunch or dinner and spend two thousand dollars and think nothing of it. And here we have an organization made up of more than 200 ports throughout the whole world, that is offering to you access for fellowship, access for knowledge, access for contacts, it is to my mind one of the real gems and one of the real secrets we found in our business on how to make things more compatible and more understandable between ourselves. Now many of you are going to go home this week and next week after the jet-lag gets out of your system and you start answering some of the mail in the office, you are relaxed a little bit, you are going to ask yourself what did I get out of the conference in Le Havre last week? Hopefully, I say hopefully, you made new friends. Hopefully you got some new ideas, hopefully you have got a new flavor of this area of our world, a new understanding about France, a new understanding of the French people. You had a chance, really, to associate with your level of person in your business who understands your business. So this meeting that we have once every 2 years, throwing us together as it does, furnishes us with this golden opportunity for fellowship and, at the same time, provides for us the greatest sales organization in the world. I said sales because this is fundamental. In this book are more than 200 names of people that will help you. I say here and now that if any of these delegates want to do something in Houston and they want a contact, my offices are available, we will help you in any way that we can. I know if I go to see Mr. Tukur in Lagos, Nigeria, I will get the same response. I can send a letter to my friend den Toom in Amsterdam, who is your friend too, saying I need to meet so and so and so and so, he will arrange this for me as long as I pick up the check. If I pay the bill he will do it for me. All of you will do the same. If you get right down to the real seriousness and meaning of this organization we will help each other. We said we would come here, as I told you on Monday we came as strangers and leave as friends, I am sure that is true. I am sure too, that if we begin to find that secret of this relationship, one to the other, how we can assist each other, we have got the most powerful organization in the world. That is the message that I wanted to try to bring to you today. Thank you.

Marketing in Germany.

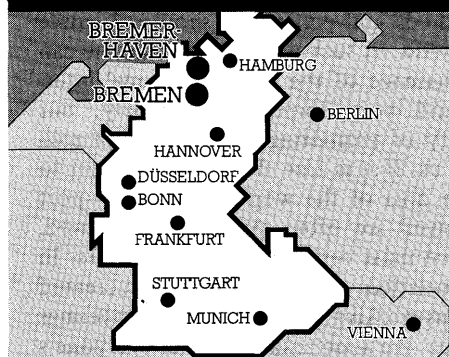
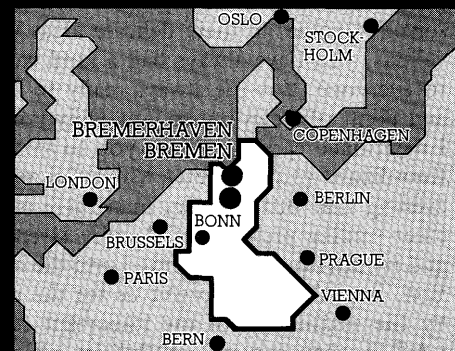
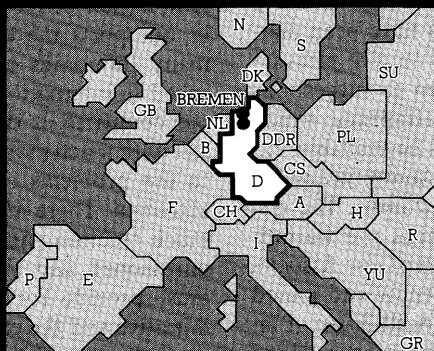
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Inaugural Address by Mr. Paul Bastard, New President

Dear friends, this is for me, and you may think, a moment of intense emotion as I take the torch from the hands of President George Altwater. Plenty of others are more qualified and if I turn with resolution and spirit to the future of I.A.P.H. it is because I am surrounded by a team composed of first class men: Stan Mayne and Tony Tozzoli and Peter Kinyanjui have been my friends for a long time. Our team will be closed linked we will be like one and the same person. As a bonus we will continue to profit by the wide experience of George Altwater, this outstanding President who, after the responsibility of welcoming the 10th Conference of the I.A.P.H. in Houston has conducted the destiny of our Association with smiling but remarkably efficient authority. One of my former bosses told me that in public works there are always the same three major problems: finance, foundation, and inauguration. The most difficult problems in the life of an association are not these, I thought about, as prominent they are often problems of people, of nations or regions which have to be tactfully solved. George, in these delicate areas you have been marvellous, you have always had a kind word to give pleasure to everyone. You are always ready to listen to suggestions and point of views put to you. Only your efficiency, which I mentioned earlier, enables you to always be available, extraordinary as it is. Peter Kinyanjui was saying yesterday evening that behind every man there is a woman. The discreet smiling presence of Audrey strengthens the warmth and friendship you have paved into the heart of our Association. We ask her to forgive us for the absences and joined by the assumption of the important responsibilities of an I.A.P.H. chairman; responsibilities which have been added to those already entailed by being the executive Director of the great port like Houston. George, you have succeeded to a series of eminent presidents who knew how to lead our Association to its present situation and to whom we have to render an eager homage. Can I remind, for instance, that your predecessor Mr. Howe Yoon Chong became, a few months ago Minister in his country. What I would like to emphasize is that under your presidency our Association has come to maturity. I remember the first conference which I attended in Tokyo in 1967, obviously our Association was still very young and it was seeking its way. Its members did not know each other very well. It had not yet defined the means necessary to reach its objectives and its working methods needed to be perfected. At that time, the Association was only 10 years old, just a child. Today, it is not too grown, our Association is in the midst of its youth on the one hand, it has kept the enthusiasm and the dynamism of youth; on the other hand, it has acquired the experience and already a good maturity. Under you George, this organization and working methods have considerably advanced today. We have written reports which are full and rich in thoughts and training. They shall be distributed to all delegates of our conference in plenty of time for everyone to get to know them and by means of the conference to discuss them. Today the working groups are completing their mission in a coordinated and organized way and their suggestions are examined during highly interesting even passionate debates. Today, our Association is becoming above its importance and the eminent role played by our ports in

national and local economic and in world economies. It is realizing that it is respected. It has considerable duties. First of all our Association has a duty to make the role of responsibility of port authorities more widely known. This role and responsibility are often seen in a bad light by public opinion in the different countries much as at the high international level. It is, therefore, essential that the I.A.P.H. makes its voice even stronger. This implies looking at all the evidence, action and effort from each of us. It also implies tightening our links with other international associations who could complete our own actions in areas bordering on our own. Our Association has also the duty of giving work to our ports, making sure that the interests are considered at national and international levels at the same time as other perhaps divergent interests, public or private whose activities are related to port activities. Our Association has also the duty of watching to see that hindrances in the way of developing international exchanges are reduced to a minimum. Is it acceptable to still be seeing merchandise in sheds and storage areas because the documents permitting the exportation of delivery has not arrived on time because customs regulations slow down excessively the transport of these merchandise? We, the port authorities, are permanently in liaison with the whole world, we who feel immediately in our ports the effects of political events which happen many thousands of miles away, we know how essential is speed in international exchange for the life and economy of our countries. It is the duty of our Association to apply itself with much more attention and vigilance than ever before to the problems of nuisances linked to maritime and port activities. There are quite a few of us here who think that much reaction and confrontation in the field of ecology is unreasoned and excessive, but we are all aware that we must provide for these reactions by taking ourselves the initiative and the expense of valuable studies and actions. In these areas which are new to us it is important that information about methods and equipment should circulate quickly around the world, in such a way that each one can benefit from the experience of the others in a real international maritime and port corporation. Finally, our Association has a duty of promoting a great aura of solidarity amongst all of us. If it is true that from one port to another or from one area of the world to another—port problems to be resolved are often different and varied, nevertheless experience must serve as an aid to others. In this respect, our Association, the friendship it has created either inside the various working groups or in large meetings such as this conference, are a remarkable tool at everyone's disposal, in my opinion. The increasing search for occasions and means to strengthen this friendship between us is the first responsibility of your President. In a few minutes the conference Chairman, Jacques Dubois, will officially close our 11th Conference. I would, in turn, like to trace the outstanding quality of the organization run by the Port of Le Havre Authority and François Le Chevalier, Jacques Dubois, Jean-Pierre Lannou and all their colleagues, but I would like to thank them even more for the warmth of their welcome. I want also to express my very warm thanks to all the ladies who with their charm, their smile and their active participation helped contribute so much to make this conference so successful. In two years we will be the guests of the Port of Nagoya, no doubt under Mr. Kohmura we shall enjoy our stay in Japan. We shall surely be able to visit the headquarters of our Association, it will be for us a

(Continued on next page bottom)

12th Biennial Conference in 1981

Time and venue of the 12th Conference in 1981 were officially decided as follows, at the plenary meeting held on May 18, 1979 in Deauville:—

Time: May 23–30, 1981

Host Port: Nagoya Port Authority

Venue: Nagoya Kanko Hotel (Nagoya, Japan)

Introduced were the two invitation addresses expressed by ministers of Japanese government as follows, in addition to the address by Mr. Fumio Kohmura, Executive Vice-President of Nagoya Port Authority.

Address by Mr. Fumio Kohmura, Chairman of the Organizing Committee for the 12th IAPH Conference

Today Nagoya has been officially named the host port of the Twelfth Biennial Conference of the International Association of Ports and Harbors. This is indeed an honor for our port for which I wish to express my heartfelt gratitude. On behalf of the port, I hereby extend to you my cordial invitation.

With me today are Mr. Takao Tani, Deputy Mayor of Nagoya, Mr. Matsushige Iwamura, Director of the Ports and Harbors Division of Aichi Prefecture, Mr. Ichimatsu Torii, Executive Councilor of the Port Council and Chairman of the Nagoya Chamber of Commerce and Industry, and many of other distinguished citizens of Nagoya. They are here to join me in inviting you to Nagoya for the 12th Conference.

Nagoya is situated almost in the middle of the Japanese archipelago, and is one of the three major urban centers of Japan. It is within forty minutes' flying time of the New Tokyo International Airport at Narita or a two-hour ride from Tokyo Station if you take the "Bullet Train", the pride of Japan's railways. The city flourished from its beginnings, thanks to its noble, historic, and legend-rich castle. Today, Nagoya has a population of two million; it

chance to thank Mr. Akiyama, Dr. Sato, and their colleagues in their own office, all these people whose devotion we all know. It will also be a chance to assure them of the spirit of friendship and confidence which reigns between them and the representatives of our Association. Mr. Minister, your presence here well bear witness to the great interest you and the Ministry of Transport take in our multiple problems. We would ask you to accept our thanks to Mr. Le Theule for having accepted to preside over our opening ceremony and the conference. Thanks to him and to you France has welcomed the highest port authorities in the world. Thank you too for having assisted in raising with your presence the solemnity of this our last Plenary session. Dear friends, some of us will meet again tomorrow morning to finalize the last decision of the conference. We will join you for lunch in Rouen and again for the farewell party in the Conciergerie in Paris. However, I would now like, without waiting any more, to wish all of you, some of whom have come a very long and tiring journey to be here, two years for you, your wives, your families, your ports and countries, full of great and deep happiness and good fortune.

has grown to be a dynamic, modern city holding the key to a boundless future.

Of course, the reason behind modern Nagoya's growth is its port: it has expanded as one of Japan's leading ports for international liners, handling today well above 100 million tons of freight per year.

I am struck by the fact that when two years ago in Houston, Texas, at the Post-Conference Joint Meeting of the Board of Directors and the Executive Committee, it was decided that Nagoya would be the host port of the Twelfth Biennial Conference, we were celebrating the seventieth anniversary of the opening of the port. This news made a splendid anniversary present. Moreover, the year 1981, when the Twelfth Biennial Conference will be held, will be the thirtieth anniversary of the foundation of the Nagoya Port Authority. Without doubt 1981 will be an unforgettable year for us.

Once again I cordially thank you for these two presents, which coming as they do in anniversary years, hold a special meaning for us.

The year 1981 will be a significant one for the International Association of Ports and Harbors as well, being its Silver Jubilee, and Japan's having been so closely involved in the foundation of the Association in 1955 will truly make it a special pleasure for us in Nagoya to greet all of you at the Twelfth Biennial Conference. We promise to make the greatest possible efforts to make the Nagoya Conference worthy of the Silver Jubilee.

Now let me say a few words about our preparations to host the Twelfth Biennial Conference.

We have established in Nagoya an Organizing Committee and have begun various activities, while simultaneously we are engaged in other efforts aimed at establishing a Twelfth Biennial Conference Promotion Committee which will set up support organizations throughout Japan.

On the government level, offices of the Ministry of Transport and the Ministry of International Trade and Industry extend their welcome to you. Local port authorities throughout Japan are also lending us their support.

Thus, the Nagoya Port Authority, together with the Aichi Prefectural Government, the City of Nagoya, and the Nagoya Chamber of Commerce and Industry, will take great pleasure in welcoming you to Nagoya, and we are combining our efforts to lead the Twelfth Biennial Conference to success. Last year, at the Executive Committee meeting at Mombasa Harbor, Kenya, their invitation messages were read. I would like here only to reaffirm those invitations.

Besides being one of Japan's leading industrial centers, Nagoya also boasts Japan's best urban planning and many scenic tourist spots.

Toyota automobiles, Noritake chinaware, and Sony electronics, as well as a great number of other companies known throughout the world, are established in the Nagoya area and engaged in tremendously productive activities using the most modern facilities.

As for scenic attractions, in addition to those found within the city such as Nagoya Castle and the Atsuta Shrine, Toba, famous for its cultured pearls known as "Mikimoto Pearls", and Inuyama in Gifu Prefecture, known for its cormorant fishing, are located in the Nagoya area,

while Kyoto, Japan's most representative tourist city, is less than an hour away.

The month of May in Japan is the most pleasant of the year, with its fragrant, balmy breezes. The cities overflow with flowers and greenery; festivals and other community events are frequent. It will be my privilege to welcome all of you to Nagoya at such a time, and we shall be more than happy to host the Twelfth Biennial Conference which is to unfold another important page in the development of world ports and harbors.

I sincerely hope that as many people as possible from all over the world will gather in Nagoya in May 1981.

Thank you very much.

Merci beaucoup.

Message by Mr. Kinji Moriyama, Minister of Transport (Delivered by Mr. Teruju Matsumoto, Technical Counsellor, Bureau of Ports & Harbors, Ministry of Transport).

It is most gratifying, as Minister of Transport of Japan, to know of Nagoya has been officially named as the site of the 12th Biennial Conference at this closing ceremony where many representatives of ports and harbors have gathered from the world over.

As we all know, the International Association of Ports and Harbors, founded in 1955, has enjoyed a steady development through the concerted efforts and understanding of people the world over—including my own country, Japan.

As amply shown at the present conference, among the Association's activities is providing this opportunity for representatives of harbor interests in different nations to gather together, debate, and work toward solving the problems facing us today as well as those we anticipate in the future. Further, the Association has set up a number of standing and special committees which undertake research and investigations, thus contributing greatly to the continued growth of ports and harbors around the world, a task of the utmost importance.

At the time of the next conference it will have been 14 years since the 5th Biennial Conference in Tokyo in 1967, and we in Japan are greatly looking forward to this new opportunity to deepen understanding between ourselves and those concerned with ports and harbors in other countries. Furthermore, we are eager to show to our guests the striking progress in harbor conditions and facilities made over these 14 years. Thus we view this chance to host the 12th Conference as a pleasurable and meaningful opportunity.

To help assure the success of the conference, I intend to extend all necessary assistance to the Nagoya Port Authority, host of the conference. It is our great hope to see not only today's distinguished company but many many more come to Nagoya to attend the conference and enjoy a visit to Japan.

In conclusion, allow me to express my great thanks to and admiration of the French government and the Port of Le Havre Authority which has hosted the present conference and guided it to such success.

Thank you.

**Message from Mr. Masumi Esaki,
Japanese Minister of
International Trade and Industry**

As Minister of International Trade and Industry of

Japan, may I express my warmest appreciation to the national delegates who have selected Nagoya as the venue for the 12th Biennial Conference of the International Association of Ports and Harbors in May 1981, and have thus accorded this country a splendid opportunity.

As you are aware, ours is a resource-poor land entirely surrounded by the sea, for whose economic progress an essential condition is the sound development of trade. Japan has therefore promoted foreign trade and commerce as a basic national policy, especially since the mid 19th century. Its evolution into the modern nation we see today can be attributed to the growth of such trade with the rest of the world.

Japan's ports and harbors, which are so vital to foreign trade, have been steadily improved over the years, and today they are fully equipped with commercial and industrial facilities of all types. In particular, the conference venue of Nagoya has a large-scale artificial port which, drawing upon the best in modern technology, has undergone a most rapid development in a short period of time. I am sure that a tour of the port will be of interest to all of you.

The International Association of Ports and Harbors originated in a Japanese proposal made in 1952 which, with the support of other countries, led to its establishment in 1955. It can fairly be said that Japan's ports and harbors have since developed in parallel with the history of the Association itself. As minister responsible for Japan's international trade and industry, this realization leads me to look with anticipation to the continued growth of the International Association of Ports and Harbors.

In conclusion, I would like to bid you welcome to the 12th Biennial Conference in Nagoya, hoping that as many members of the Association as possible will participate in what will surely prove a most significant occasion for the development of the world's ports and harbors and the promotion of international trade.

13th Biennial Conference in 1983

As the result of the discussions made at the post-conference board meeting held on May 19, 1979 at Deauville, Vancouver was selected as the site of the 13th Conference of the Association which will be held in 1983. The Port of Vancouver (Mr. Frederick J.N. Spoke, General Manager) will be the Host Port of the Conference.

An appointment of a Legal Counsellor

Mr. Gary Kunnas, Commissioner, Lakehead Harbour Commission (Canada) was appointed to serve on the Legal Counsellors of the Association, at the post-conference meeting of the Board held on May 19, 1979 in Deauville, succeeding Mr. D.M. Greer of Nanaimo Harbour Commission (Canada) who had retired from the Harbour Commission.

Executive Committee Meeting in 1980

Time and place for the next meeting of the Executive Committee were decided as follows, at the post-conference meeting of the Committee held on May 19, 1979 in Deauville.

Time: April 1980 (Dates to be known)

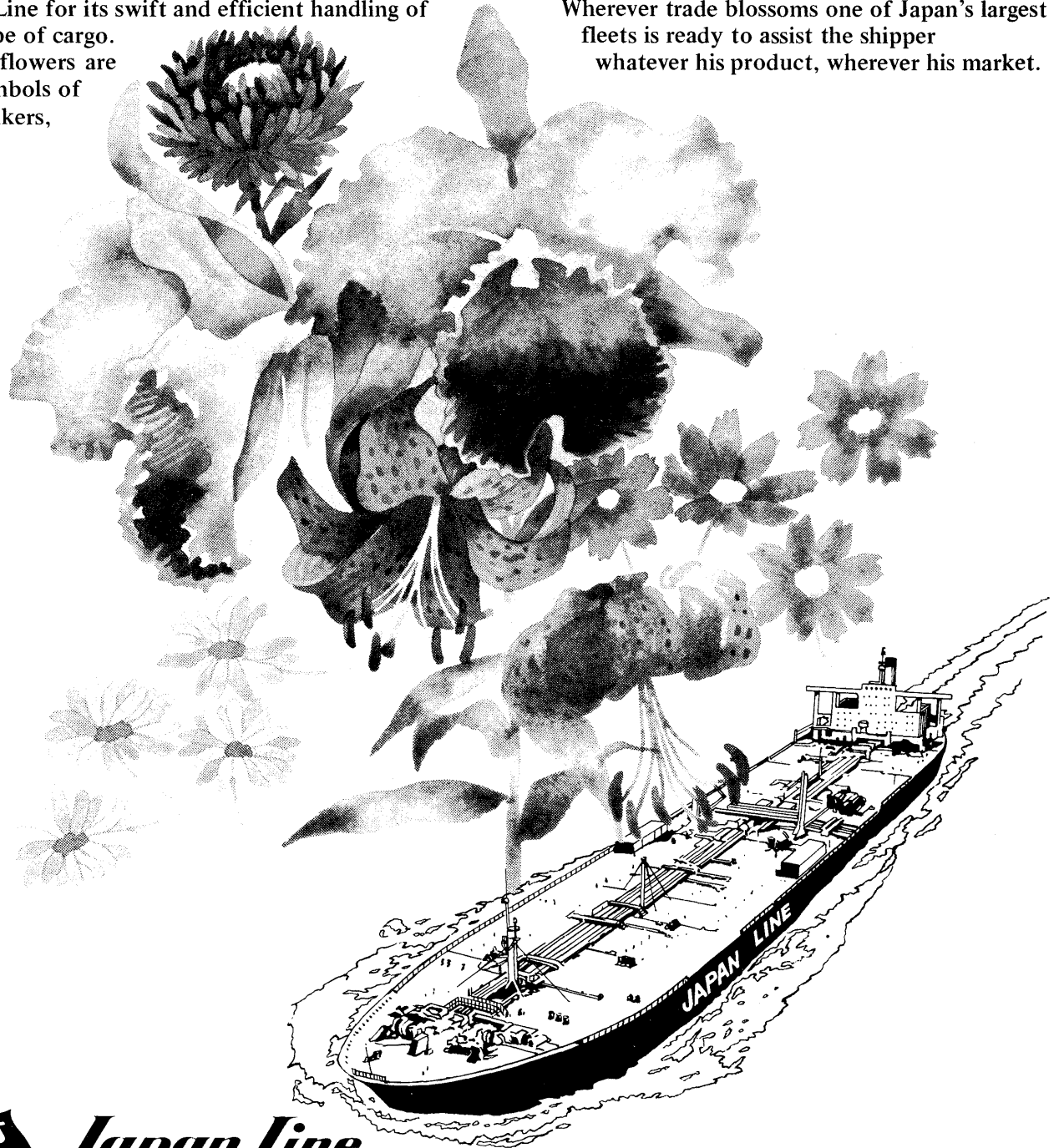
Place: Brisbane, Australia

Host Port: Port of Brisbane Authority
(Mr. F.M. Wilson, General Manager)

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Thank you, Mr. Altvater—He leaves Port of Houston

Mr. George W. Altvater, IAPH's immediate past president, wrote to the Secretary General on June 19, 1979 that he would retire from the office of the Executive Director at the Port of Houston Authority effective June 30, 1979. Mr. Altvater, however will remain as an outside consultant. His successor will be Mr. Richard P. Leach who has been General Manager of the Authority.

Upon retirement Mr. Altvater was to establish an international trade consulting firm, George W. Altvater Inc. at the address: 1821, Katy Freeway, Suite 47-1010, Houston, Texas 77024, USA.

Looking back on his tenure as IAPH president and reflecting on the 11th Conference in Deauville, Mr. Altvater commented that, thanks to the efforts of our gracious host, the conference was a great success and helped to maintain the stature of our organization. He commented, too, that he thoroughly enjoyed serving IAPH as its president, during which period he could observe the Association's progress in growing into a more meaningful and larger organization.

In this column we say "Thank you, Mr. Altvater" for all that he has done for IAPH while our best wishes go to him for every success in his new life and activities. (TKD)

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Phone: 0473-35-4797

(Director, The Japan Port & Harbor Association-Regular Member)

The second half of the article "Technical change in shipping and its effects on ports" shall be printed in the next (September) issue of this magazine. Editors' apologies.

International maritime information:

World port news:

Intergovernmental Preparatory Group on a Convention on International Multimodal Transport

(UNCTAD Monthly Bulletin): — More than five years of preparatory work carried out under UNCTAD auspices was successfully concluded on March 9 with the completion and approval of a Draft Convention on International Multimodal Transport, for submission to a United Nations Conference of Plenipotentiaries to be convened 5-30 November this year.

The Draft Convention as now adopted contains six substantive parts dealing with: general provisions on the scope of the Convention; issue, content and evidentiary effect of the multimodal transport documents; liability of the multimodal transport operator for loss, damage or delay to the goods entrusted to him; liability of the consignor of the goods; claims and actions in connection with recovery for loss, damage or delay to the goods; and miscellaneous provisions. In addition, there are draft preambular clauses and provisions/guidelines on customs, but the question of how these elements are to be treated in the Convention will be discussed at the Conference of Plenipotentiaries.

Another issue to be resolved on that occasion concerns the monetary limits of liability of the multimodal transport operator in the case of both concealed and nonconcealed damage to goods incurred in the course of a multimodal movement. Already established in the Draft Convention just completed is the principle of "through liability" that makes the multimodal transport operator responsible from the time he takes the goods in his charge until delivery. Under existing practice, which is governed by unimodal transport conventions, liability is segmented with each unimodal operator responsible only for his stage of the journey. Finally, at the Conference, efforts will also be made to reach agreement on the content of the multimodal transport document.

Cameroon to host UNCTAD's port seminar

UNCTAD: — The Government of the United Republic of Cameroon will be the host during the second half of June to a sub-regional seminar on port statistics conducted by the United Nations Conference on Trade and Development (UNCTAD) in cooperation with the Port Management Association of West and Central Africa and the Economic Commission for Africa (ECA).

This seminar constitutes phase 4 of a major project funded by the United Nations Development Programme (UNDP) aiming at modernising port statistics and introducing performance indicators in West and Central African ports. In particular, emphasis has been placed on the need to render uniform statistical information and to present common performance indicators in all ports of the sub-region.

ICHCA elects new President

ICHCA Press Information: — On 28th May, the General Assembly of the International Cargo Handling Co-ordination Association (ICHCA) held in Helsinki, elected as its President Dr. Jan-Erik Jansson. A Doctor of Technology of the Helsinki University of Technology, Dr. Jansson was for many years Professor of naval architecture at that University and held other academic posts in the U.S.A. and Finland.

The outgoing President of ICHCA, Mr. Stanley Mayne — who is Chairman of the Port of Melbourne Authority — welcomed the appointment of Professor Jansson; he was an able representative of the Nordic countries which had always taken an active interest in the affairs of ICHCA. He emphasised the Association's key function — co-ordination. This was achieved by the action of a number of factors: cross-fertilization of ideas put forward by an inter-disciplinary membership, internationalism, stimulation of ideas by means of meetings, seminars and technical publications, dissemination of technical and conceptual information, and crystallisation through examination and discussion thus identifying trends and evolving concepts in the science of cargo handling.

"ICHCA", said Mr. Mayne "goes forward into the 1980s aware of the vital role it still has to play within the world transport scene generally; it goes forward ready and prepared to perform this task."

Conventions, Symposia, etc.

1. "68th Annual Convention of the American Association of Port Authorities" Hilton Hawaiian Village Hotel, Honolulu, Hawaii, 3-8 November 1979 Registration Fee: \$250.00
Contact: AAPA 1979 Convention Planning Committee, P.O. Box 25055 Honolulu, Hawaii 96825
2. "Liner Shipping in the Eighties" Park Hotel, Bremen, 24-26 October 1979 Registration Fee: DM 520.00
Contact: Institute of Shipping Economics, D-2800 Bremen, Werderstrasse 73 Federal Republic of Germany Tel: 0421-500233 Telex: via HANSA 02-44581/82 DDGB
3. "Seatrade RIOMAR Conference on Latin American Shipping" Sheraton Hotel, Rio de Janeiro, 10-11 October 1979 Registration Fee: £200.00
Contact: Seatrade, Fairfax House, Colchester, Essex, C01 1RJ, U.K. Tel: 0206 45121 Telex: 98517 Disop G
4. "Petroleum and the Marine Environment" International Conference and Exhibition organized by EUROCEAN Monaco, 27-30 May 1980
Contact: EUROCEAN, Villa Richard, Rue de l'Abbaye, Monaco-Ville, Principality of Monaco

5. "International Symposium on Marine Salvage" sponsored by Marine Technology Society, Hilton Hotel, New York, 1-3 October 1979
Contact: International Symposium on Marine Salvage, 80 Broad Street (34th Floor)
New York, New York 10004
Tel: (212) 425-5704 Telex: 126808

Publications

1. "Convention of Facilitation of International Maritime Traffic" Sales No. 78.10.E £1.50 (English); 78.10.F or S £1.75 each (French or Spanish).
2. "Official Records of the Conference of the Establishment of an International Compensation Fund for Oil pollution Damage, 1971" Sales No. 78.06.E £8.00 (English).
IMCO Secretariat, Publication Section, 101-104 Piccadilly, London W1V 0AE, U.K.
3. "Under New Management: Port Growth and Emerging Coastal Management Programs" by Marc Hershman et al. This study and report on the interaction between U.S. port development and coastal management program development deals with the quite recent and still emerging areas of conflict involving port interests and those individuals and groups dedicated to coastal zone protection and noncommercial uses of the limited shoreline resources. 224pp, \$12.50 (paper only)
Promotion Department, University of Washington Press, Seattle, Washington 98105, U.S.
4. "A Comparative Study of Seaport Management and Administration" by R.O. Goss, Department of Industry, Trade and Price & Consumer Protection, Government Economic Service, U.K.
Marine Library, Department of Trade, Sunley House, 90-93 High Holborn, London WC 1V 6LP, U.K.
5. "Shipboard Handling of Unitised Cargo" Briefing Pamphlet No. 2 £4.00 to ICHCA member, £8.00 to non-member.
ICHCA Central Office, Abford House, 15 Wilton Road, London SW1V 1LX, U.K.
6. "Arab Ports in the Seventies": A survey of ports, shipping and maritime trade in the Middle East, based on the proceedings of the Arab Ports Conference, London, 1978. £40.00 or \$80.00 at the discount rate, airmail \$6.00 extra.
International Communications, 63 Long Acre, London WC2E 9JH, U.K.

Nanaimo Harbour news

• Progress on port expansion

Nanaimo City Councillors and Nanaimo Regional District directors were recently shown the expanding facilities at the Port of Nanaimo in a tour organized by the Nanaimo Harbour Commission.

Most impressive was a view from the water of the progress at the Duke Point development, which will eventually result in a three berth expansion for the port.

The group toured the harbour on the Bastion City. During the cruise Harbour Commission chairman Don Rawlins said that Doman Industries now had a virtually firm commitment with the B.C. Development Corporation for a pulp and sawmill development on two of the

three mill sites at Duke Point.

Mr. Rawlins said that under the port-use agreement industrial users would be expected to ship two-thirds of their products over the facilities to ensure adequate revenue. Cost sharing agreements with the provincial and federal governments are contingent on this volume being available.

Mr. Rawlins also pointed out that the Duke Point development would provide 623 permanent jobs on the docks, mills and industrial part, and approximately another 1,900 will be created directly and indirectly in the Nanaimo area.

• Exports up in first quarter

Export shipments of forest products through the Port of Nanaimo were up in the first quarter of this year.

Total volume of lumber, pulp and other products was 153,508 metric tons for the three months compared with 148,224 metric tons for the same period last year.

During the period port facilities were made available to herring fishermen who landed 1,700 metric tons which was processed for roe at a local Nanaimo plant.

"We hope to expand our assistance to fishermen in both unloading the catch and increased berthing facilities in the future," say Lloyd Bingham, Nanaimo Port Manager. "This all helps create more employment in the Nanaimo area."

Cargo soars by 15% for the first four months: Everglades

For the first four months of 1979, the waterborne commerce tonnage of Port Everglades increased by 14.5 per-cent over the same period last year, Port Commissioner Earnest J. Pinto said. The 1978 tonnage was 4,488,552 compared to 5,137,465 for 1979 an increase of 648,913 tons.

Project in 10-year capital development plan: Jacksonville

The Jacksonville Port Authority will spend more than \$18 million for wharf extensions and other improvements to its container cargo complex at Blount Island Terminal in the next three years to keep pace with the growing demand for container ship services.

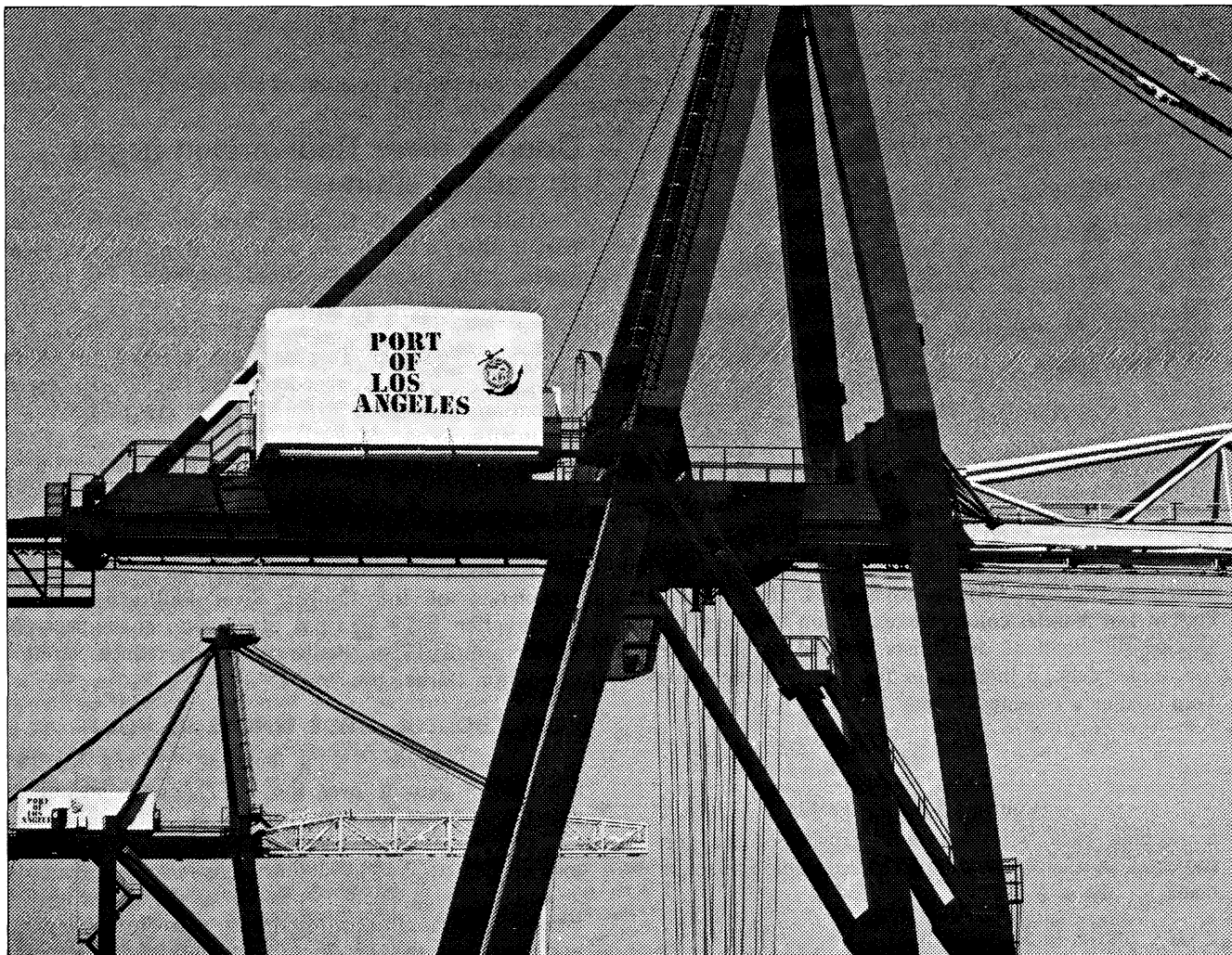
The work will include a 1,200-foot addition to the present twin container berths, installation of a third container crane, creation of another 20 acres of container storage space and construction of a heavy duty roll on/roll off platform to serve stern loading ro/ro vessels.

"This project is included in our \$130-million, 10-year capital development plan and was scheduled for activation in 1982/83," Mackroth, managing director, said. "However, due to the increasing number of contacts we have had from container ship lines interested in calling at Jacksonville, we felt it necessary to initiate the project immediately."

Funding of the project could be accomplished with anticipated cash flow, he added, but the authority also is considering the feasibility of issuing revenue bonds to finance the work.

Mackroth said his staff now is reviewing the entire capital improvement program to insure that the authority

(Continued on page 44)



We're investing \$1 million a week to stay No. 1 in the West.

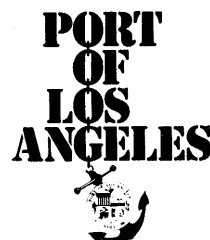
Between now and 1982 Port of Los Angeles will invest \$250 million to keep a firm grip on its position as the cargo capital of the West.

Thirty-two major projects will be undertaken to improve services and expand land resources.

The main channel will be deepened from 35 ft. to 45 ft. and widened to help provide smooth handling and safe navigation for the world's largest ships. The 16 million cubic yards of material dredged up from the bottom will be used with landfill and backland development to create 1000 additional acres of land in the Port's Outer Harbor and double its shiphandling capability.

Part of this increase will come from the new Seaside Container Terminal complex now being developed. With a 5000 ft. all-concrete wharf, six cranes and 135 acres of backland, it easily handles six containerships at berth and will be one of the largest and most efficient terminals in the world.

Whether the investment creates new services or improves existing ones, the Port's modern cargo handling methods — including 14 giant container cranes with total estimated lift capacity of 360 containers/hour — will reduce ship turnaround time.



Katsuya Yokoyama
Far East Representative
Tel.(03)580-2697



Room 612, TBR Bldg., 10-2, Nagata-cho 2-chome, Chiyoda-ku, Tokyo100



Boat tours of the \$500 million Los Angeles Harbor during 1979 World Trade Week observance attracted nearly 3,000 visitors to the West Coast's busiest Port. Here, flying the Port of Los Angeles colors, the excursion boat Star boards another full boatload of tourists, assisted by Sarah Hampton, upper deck, a member of the Los Angelenas, Mayor Tom Bradley's Volunteer Corps.

(Continued from page 42)

is keeping pace with the rapid growth of the port as projected in a recently completed economic impact study made for the JPA.

Port sells \$32 million in environmental bonds

Port Corpus Christi: — Port Commissioners have acted again to assure protection of air and water quality in South Texas.

In March the Commission approved the sale of \$32 million in special revenue bonds to finance environmental improvement and pollution control equipment at the new Corpus Christi Petrochemical Co. plant. Such company-backed revenue bonds create no debt liability for county taxpayers or the Navigation District.

The new \$600 million ethylene facility is under construction north of Highway 44 near McKenzie Road and is expected to begin operation late this year.

The tax exempt bonds sold by the Navigation District for the project will be paid off from payments made by CCPC under an installment sales agreement.

CCPC will pay all costs and expenses incurred by the Navigation District in issuing the bonds and administering them to final maturity.

The sale was the fourth time the Nueces County Navigation District has stepped forward to help an area industry use tax-exempt bonds to finance environmental protection equipment.

Since its introduction in the early 1970s, the use of tax-exempt revenue bonds issued by special districts in Texas has served as an effective way to encourage construction of the best possible environmental control facilities at the least overall cost. The cost of environmental protection measures must ultimately be paid by the consuming public and the cost of such facilities have a significant effect

on the competitive position of industries looking to expand or remain in South Texas.

Cooper River Rediversion urged to reduce silting

Charleston, South Carolina, June 8: — Due to excessive harbor silting a visit by the passenger ship Canberra, second largest cruise ship in the world, scheduled for June 26, has been cancelled.

The area alongside the South Carolina State Ports Authority Passenger Terminal was dredged to 41 feet in February. By May, the depth had filled to 30 feet and is continuing to shoal at the extensive rate of 1-½—2 feet per month.

The Canberra draws 35 feet on stern and 32 feet on bow and requires 2 feet clearance under her keel. She can come in and depart on high tide with no problem but there is insufficient depth at the dock at low water.

The situation highlights the great need for the speedy completion of the Cooper River Rediversion Project. Construction has begun but officials do not expect completion until 1984. Rediversion will reduce silting in Charleston Harbor by 70%.

Port records best tonnage year

Tonnage volumes at the Port of Portland for 1978 increased 9 percent over the 1977 figures, making last year the best ever for cargo handled at Port facilities.

Excluding grain, tonnage increased from 2,187,320 short tons in 1977 to 2,382,991 short tons in 1978.

Portland maintained its position as the largest port, by tonnage, in the Pacific Northwest and the third largest port overall on the U.S. West Coast behind Long Beach-Los Angeles. Portland ranks first on the coast in export tonnage and is tenth in the nation in number of annual ship calls, Smith said.

Container tonnage at the Port of Portland rose 15.7 percent, from 663,482 short tons in 1977 to 767,914 in 1978.

Total Port of Portland tonnage, including grain, rose 11.9 percent, from 4,535,779 short tons in 1977 to 5,074,623 in 1978.

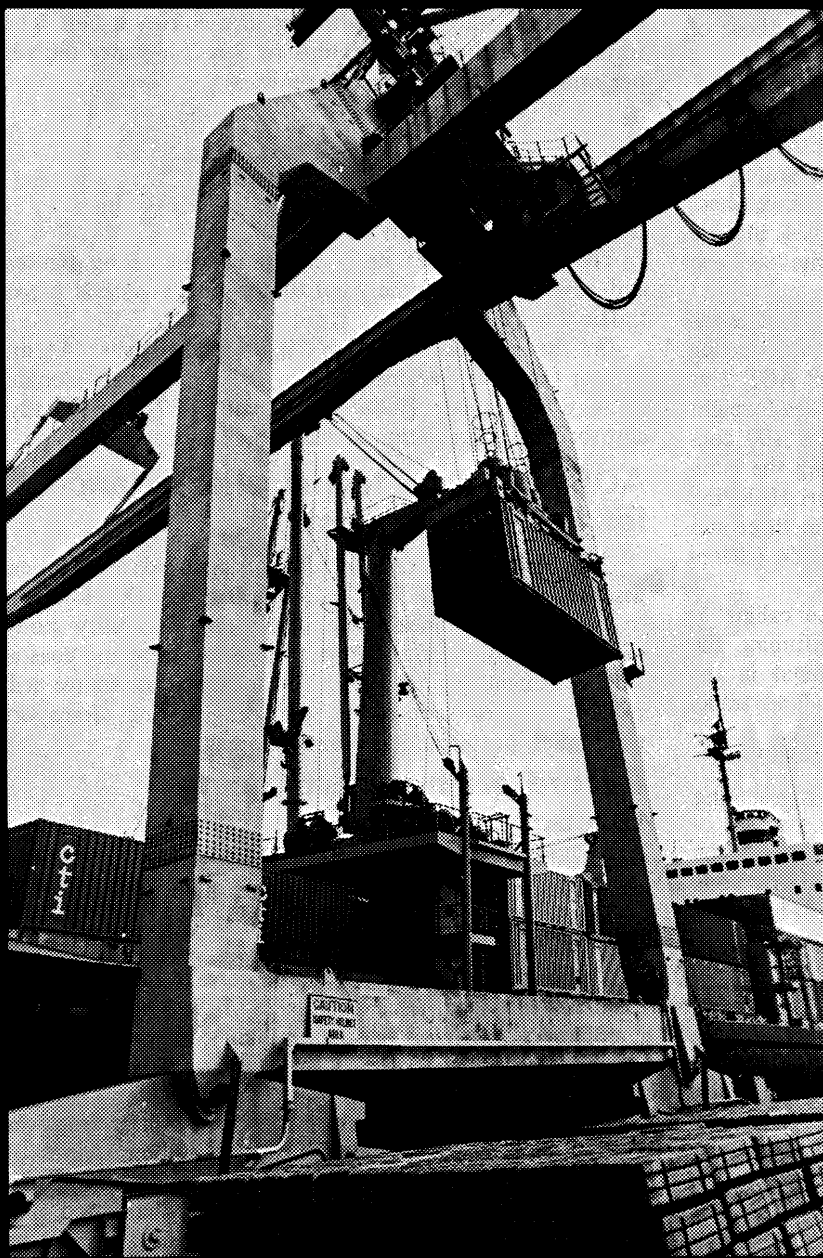
Face-lift at Ayr-BTDB

During the past three years, Ayr Harbour, one of the British Transport Docks Board's two small Scottish ports, has been undergoing a quiet but effective programme of modernization, involving capital investment by the BTDB in a number of individual schemes amounting in all to more than £850,000. The provision of a new coaling appliance was the most important part, but new workshops and cranes have also been provided, quays have been resurfaced and antiquated machinery removed. There are other schemes, all of which are scheduled for completion during 1979, at the end of which Ayr will be ready and looking forward to handling more business.

The new coaling appliance, which went into commission in September, 1978, is an effective means of loading coal into ships at a rate of 500 tonnes an hour. The plant is designed to accept coal by rail from 45-tonne bottom-door, hopper wagons, or from lorries, or from stock-pile. The total project includes a new permanent way, electricity

(Continued on page 46)

It's the tempo of **TOWNSVILLE**



Whilst the container crane loads the last of the boxes destined for Manila, Japan and the U.S. West Coast, already the start of 20,000 tonnes of refined lead and copper for Europe and the U.K. is being stacked for the container crane to load on the next vessel, due tomorrow. That's the TEMPO at TOWNSVILLE and whilst this is going on there's plenty of activity at the oil berth, and Ro/Ro and the bulk mineral and sugar berths. At the same time rail and road transports are feeding to and from the Port playing their part in Queensland's vital "land bridge" to the world.

*Ships don't linger long at
Townsville — less than 1.7
days per vessel is the average.*



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Australia***

Townsville Harbour Board
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North Queensland 4810,
Telephone 72 1011 —
Cable: 'Nausport'

(Continued from page 44)

mains supply and flood-lighting towers.

One of the more important developments to take place in Ayr Harbour is the new access road, linking Saltpans Road to the docks estate, thus enabling traffic serving the docks to avoid the congestion which tends to build up in the adjacent housing estate.

Undoubtedly the new coaling appliance helped to boost Ayr's traffic figures during 1978, and scrap is another trade whose exports have risen considerably over the past year. With new schemes having just been completed too, Ayr can look forward to a period of increasing prosperity.

Le Verdon strengthens its ties with Australia & N.Z.

The French port with the best connections to Australia and New Zealand over the past few years has been BORDEAUX-LE VERDON. It owes this privileged position to the important trading links established between the South West of France and Oceanic, in particular, those of the fellmongering industry at Mazamet.

Ten years ago, SCANAUSTRAL shipping company, represented in Bordeaux by BALGUERIE S.A., who are specialists in the Europe Australia link, chose the port of Bassens. It was this same company which inaugurated the port of Le Verdon in the summer of 1976. Since then, the consortium has been expanded so that vessels include New Zealand in their round trips and the name has been changed to SCANCARRIERS.

Today it is the Australian shipping line A.C.T. (Associated Container Transportation Services) who are starting up a new venture with the call of their vessel ACT 2 at Le Verdon. 217 m long, the vessel provides a dead weight tonnage of 28,300 t. It is capable of loading 1,400 containers (454 of which are reefer boxes). During the inaugural call, ACT 2, which is consigned to Henri HERPIN, in Le Verdon, unloaded a hundred containers in three and a half hours, which is around 1,300 tons of goods, (sheepskins and meat for the major part).

It is possible that the ACT vessels will be calling at Le Verdon every three weeks, thereby re-enforcing the position held by the French Atlantic terminal in the context of the Europe: Australia: New Zealand trade.

Three months' figures: Dunkerque

For the first three months of 1979 traffic is resuming an upward trend but somewhat more modestly.

Overall traffic figures (January + February + March) show and + 2.1% increase with 8 955 435 metric tons compared to 1978 traffic figures. Imports grew by some 3% against a fall of 0.8% for exports.

Rising goods figures: Gothenburg

During 1978 export and import over the Port of Gothenburg increased by 9% compared with 1977. Including the domestic traffic the total goods handled at the port rose to 20.5 m. tons, 16.4 m. tons of which was export and import goods, while 4.1 m. was domestic.

Export of dry goods was the sector within which the largest rise was noted — no less than 20% to 6.1 m. tons — a result of the Swedish industries' better possibilities to take orders on the international market after the devalua-



Gothenburg's new wood-chips import facility, the Färjenäs Harbour, utilizes a piece of surplus land formerly a part of the Eriksberg shipyard. Seen here unloading the first cargo to be received at the facility is the m/s SCANSILVA. The 30,000 tons of wood-chips from Southern USA are discharged from the vessel by means of a conveyor belt. The further forwarding of the chips to Swedish paper mills is performed by articulated road vehicles.

tion of the Krona at the end of 1977.

The percentage of unit load shows increasing figures and covered 76% of the total of the port's general cargo traffic during 1978.

On the financial side, the 1978 turnover was 94.9 m. Kronor [£10.7 m.] against 84.2 in 1977. The gross income of 42.8 m. Kronor [22% more than 1977] was totally absorbed by depreciation and internal interest.

ADB approves technical assistance for Lae Port project

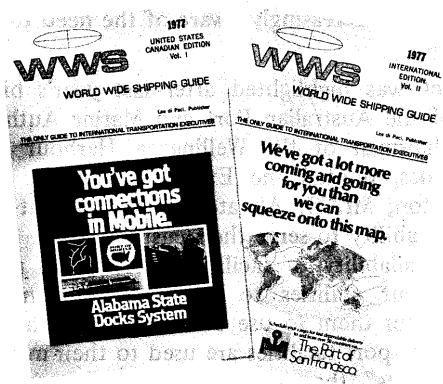
The Asian Development Bank approved a technical assistance grant of \$150,000 for the Lae Port Development in Papua New Guinea to help prepare a feasibility study for the expansion of Lae Port to meet overseas and coastal traffic demand up to 1990. The technical assistance will provide expert services in port engineering, transport economics, port operations and shipping.

Record grain exports going through Brisbane

"Brisbane Portrait": — Grain exports through the Port of Brisbane are running at record high levels with a certainty that the trade will fully recover the drought losses of the 1977/78 financial year.

If the exports continue at the current rate, the grain exported through Brisbane in 1978/79 will be more than a million tonnes and another million tonnes will remain to be exported in 1979/80 — not counting the crop from the new season.

The total grain harvest from the 1978 winter crop was 2.38 million tonnes, comprising 1.93 million tonnes of wheat and 450,000 tonnes of barley, plus an anticipated 300,000 tonnes of sorghum now being harvested and shipped. Substantial quantities of oil seeds also will be available through the current financial year.



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Port of Melbourne news

• World Trade Centre

Construction of the Melbourne World Trade Centre commenced immediately following the ceremonial driving of the first foundation pile by the Premier of Victoria (the Hon. R. J. Hamer) at 2.30 p.m. on Thursday, 29 March, 1979.

This ceremony marks the culmination of more than four years detailed investigation and planning.

Progressive completion of the five inter-connecting buildings, is planned for 1982.

The ceremony was held on the site of the new Port Authority building which would also house the computer centre and various key trade servicing organisations.

The Melbourne World Trade Centre will be the only one located in Australia, and through membership of the World Trade Centres Association, will provide facilities and services second to none.

Following commencement of the project a promotional campaign explaining the benefits of the World Trade Centre to trade and business organisations, and the general community, will be launched through the press and a public relations programme.

Information Centre

As part of this educational campaign the World Trade Centre Information Centre, situated at the corner of Spencer Street and the Flinders Street Extension, will be open to the public seven afternoons a week from 1 p.m. to 5 p.m. and available in the mornings for pre-arranged tours by prospective business tenants, trade delegations and other guests.

The information Centre will be staffed by trained Hostesses from the Port Authority.

Consisting of a ground floor display area of 240 square metres, the information Centre contains photographic displays of the Port of Melbourne and Trade Centres throughout the world. The central feature of this area is a scale model of the Melbourne World Trade Centre. In the adjoining auditorium, capable of accommodating thirty visitors, and eighteen-minute audio-visual presentation, explaining the concept of World Trade Centres and detailing the facilities and services which will be available in the Melbourne World Trade Centre, is screened through twenty synchronised projectors.

• Overseas general cargo up in first half

Overseas general cargo handled through the Port of Melbourne in the six months to 31 December 1978, increased by eight per cent over the corresponding period in 1977. In the same period loaded overseas containers rose by sixteen per cent.

These significant increases reflect the improved level of overseas trade, both import and export, in the general cargo sector. A further improvement would have been achieved if the Port had not been affected by a major disruption to its operations caused by industrial disputes in September.

36% growth in external trade: Hong Kong

The overall merchandise trade of Hong Kong for the first quarter of this year, valued at HK\$31,882 million

(£3,125.7 million; US\$6,376.4 million), was up a hefty 36 per cent over the same period last year.

According to figures put out by the Census & Statistics Department of Sunday, domestic exports rose by 31 per cent to HK\$10,116 million (£991.8 million; US\$2,023.2 million); imports by 34 per cent to HK\$17,559 million (£1,721.5 million; US\$3,376.8 million); and re-exports by 59 per cent to HK\$4,207 million (£412.5 million; US\$841.4 million).

Kelang Port sets new records

Port Kelang handled 5,861,668 tonnes of cargo in 1978, an increase of 6.6% over the 5,497,659 tonnes in 1977.

Imports accounted for 52.2% of the tonnage giving 3,059,145 tonnes while exports at 2,802,523 tonnes formed the remaining 47.8%.

Container traffic recorded a 20% increase in 1978 over previous year when 98,913 TEUs [twenty feet equivalent boxes] were handled compared with 82,273 TEUs in 1977.

Containerised tonnage also increased from 772,479 tonnes in 1977 to 889,613 tonnes in 1978 representing 15.16% of the total tonnage throughput.

For the current year of 1979, Port Kelang is forecasted to handle 6.3 million tonnes with exports at 3.2 million tonnes and imports at 3.1 million tons.

Dramatic rise in productivity at Kuching Port

A high level of productivity has been recorded at the Kuching Port Authority in recent months.

In the early years, and in fact throughout most of sixties the handling rates in the port were comparatively low – somewhere between 12 and 16 tons per gang hour. Things began to improve in the early seventies and with the opening of the new facilities at Pending the average annual rate for conventional break-bulk cargoes up to 1978 is only about 18 tons per gang hour, the rate for palletised and unitised cargoes being about 34 tons per gang hour. Since November last year, however, the handling rates for conventional break-bulk cargoes have increased very rapidly to about 29 tons per gang hour and for palletised cargoes an average of 66 tons per gang hour. This means that in the last few months the productivity level in the port has increased very significantly by about 55% and 93% for conventional break-bulk and palletised cargoes respectively.

These figures mean that the rate of working – the loading and unloading of all types of cargoes at KPA – is very much faster than before thus enabling faster turn-round time of ships and lower freight costs to local importers and businessmen. A sample study has indicated a shortening of the turn-round time of vessels by some 36% and a reduction in the cost to shipping by some 15%.

The dramatic rise in the level of productivity is viewed as part of the overall attempts by the port to provide better and more efficient service to users of the port. The Port Authority has, in the past, taken steps and will continue to take the necessary steps in future to provide for greater safety and security to the goods on transit in the port premises.

'Selling' our Port overseas

(The Wellington Harbour BEACON): – Harbour authorities have become increasingly aware of the need to "sell" themselves.

This aspect was highlighted after last year's biennial conference of the Australian Port and Marine Authorities when the Chairman of the Wellington Harbour Board, Mr. H.A. James, quoted the Executive Director of the Port of Houston, Mr. G. Altvater, as saying that "Ports must sell their ability to serve their customers"

With the availability of facilities there was a need to "merchandise our abilities to serve our customers, to make it easier for them to use us rather than some other port; and ensure port facilities are used to their maximum earning capabilities", the conference was told.

The importance of marketing is fully recognised by the Wellington Harbour Board, and one way in which it promotes the port is through the use of brochures and other printed material.

For example, 8000 copies of "Port of Wellington – World Port" have been distributed worldwide. This is a sophisticated, glossy magazine with attractive colour photos and maps, which details the geographical and commercial advantages of the port.

The Wellington Harbour Board maintains first hand contact with other port authorities and shipping companies. And publications such as this play a vital part in maintaining this contact, and promoting the Port of Wellington both in New Zealand and overseas.

Northland Harbour orders oil recovery craft

Within the Whangarei Harbour there are large areas of shallow water making it vulnerable to oil spillage which can not be approached by conventional work boats, which have nearly two metres of draft.

To cope with the problem, the Northland Harbour Board has in the course of construction a special oil spill recovery craft, designed by the Whangarei naval architect, Mr. Erwin Haag.

With a service draft of 0.38m and twin Hamilton jet units eliminating underwater projections, the oil spill craft will be free to travel over many of the harbour banks and to load and unload equipment direct from a beach.

The craft will have a speed of 15 or 16 knots enabling it to reach any part of the harbour within about half an hour. It will have a tank with a capacity of 2.24 tonnes of oil dispersant and room for 4.9 tonnes of collected oil.

The craft will be fitted with a direct oil recovery device.

It will have deck space for a truck, two tractors with spraying equipment, a front-end loader or a variety of other equipment.

In the event of a spill, suitable equipment would be embarked on the craft. A useful piece of equipment, too expensive to remain idle waiting for a spill, the recovery craft will be allocated other servicing duties within the Whangarei Harbour.

Hitachi Container Terminal Systems— raising standards in the handling industry

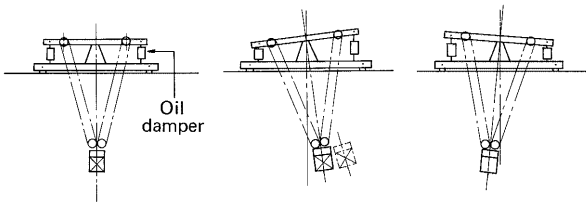
Hitachi, Ltd., with many years of experience in container handling and advanced technologies for machinery, electrical equipment, computers and systems engineering, supplies the safest, most

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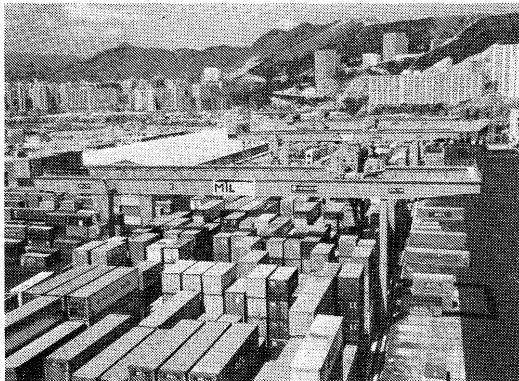


Quay Crane

YARD CONTAINER HANDLING SYSTEM

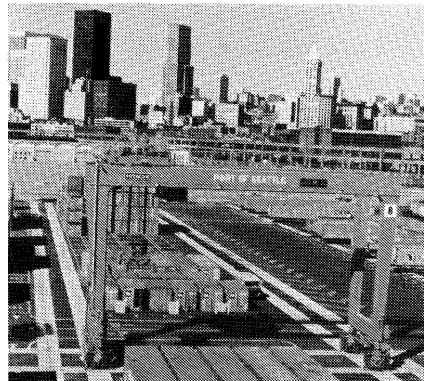
- Automatic Crane Positioning System
- Automatic Container Chucking System

FOR HIGH EFFICIENCY



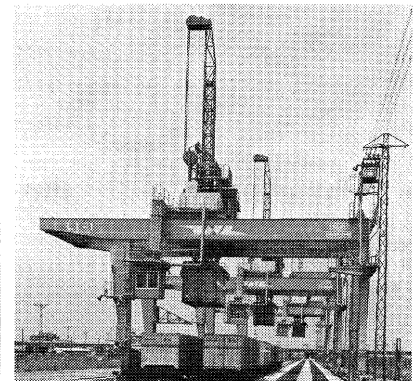
Rail-Mounted Transfer Crane

FOR HIGH MOBILITY



Rubber-Tired Transfer Crane

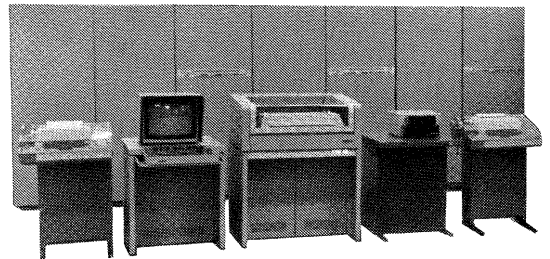
FOR FREIGHT CAR SERVICE



Rail-Mounted Transfer Crane

CONTAINER TERMINAL CONTROL SYSTEM

- Communications System (Inductive Radio System)
- Control Computer System (HIDIC 80 Series)
- Data Processing Computer System (HITAC M, L Series)



HIDIC 80



Hitachi, Ltd., Heavy Industry Dept., International Sales Div. I, No. 6-2, Otemachi 2-chome, Chiyoda-ku, Tokyo 100, Japan
Telephone: Tokyo (03) 270-2111 Cable: "HITACHY" TOKYO Telex: J22395, J22432, J24491, J26375 (HITACHY)



MITSUI Computer Control System for Container Terminals

Huge piles of data!

How do you process them for efficient handling of containers?

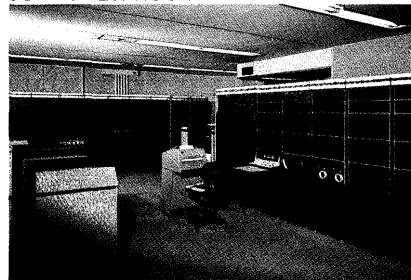
Our System can help solve your problems and enable you to reap the true benefits of container transportation.

Developed in 1972, this System has proved its efficiency at the busy Ohi Pier, Port of Tokyo, and we are now prepared to aid you in solving your terminal problems, particularly those in the fields of cargo information and operations systems.

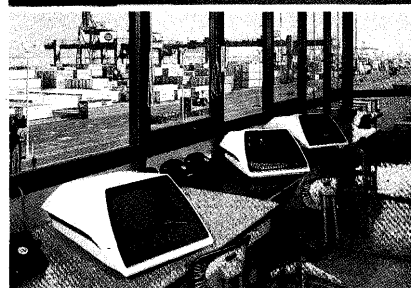
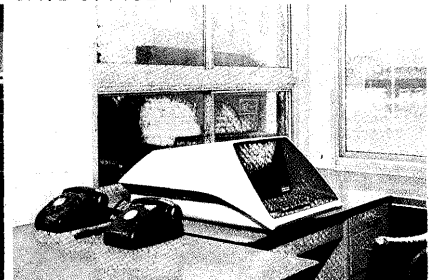
Major Application Software

1. Planning Support & Management System
2. Receiving/Delivery Operations System
3. Loading/Unloading Operations System
4. Marshalling/Shift Operations System
5. Report Generating System
6. Inquiry System
7. Back up & File Control System

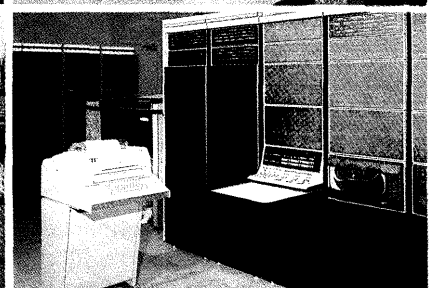
COMPUTER ROOM



GATE OFFICE



OPERATION ROOM



CENTRAL CONTROL UNIT



MITSUI ENGINEERING & SHIPBUILDING CO., LTD.

Head Office: 6-4, Tsukiji 5-chome, Chuo-ku, Tokyo, 104 Japan
Cable: "MITUIZOSSEN TOKYO", Telex: J22924, J22821

Material Handling Machinery Sales Department Tel. (03) 544-3677
Systems Headquarters Marketing Dept. Tel. (03) 544-3272

Overseas Offices: New York, Los Angeles, London, Duesseldorf, Vienna, Hong Kong, Singapore, Rio de Janeiro