

# PORTS *and* HARBORS

May, 1980 Vol. 25, No. 5



## IAPH Conference Nagoya May 1981

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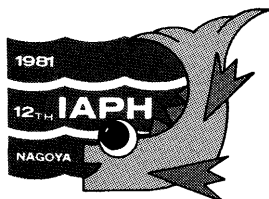
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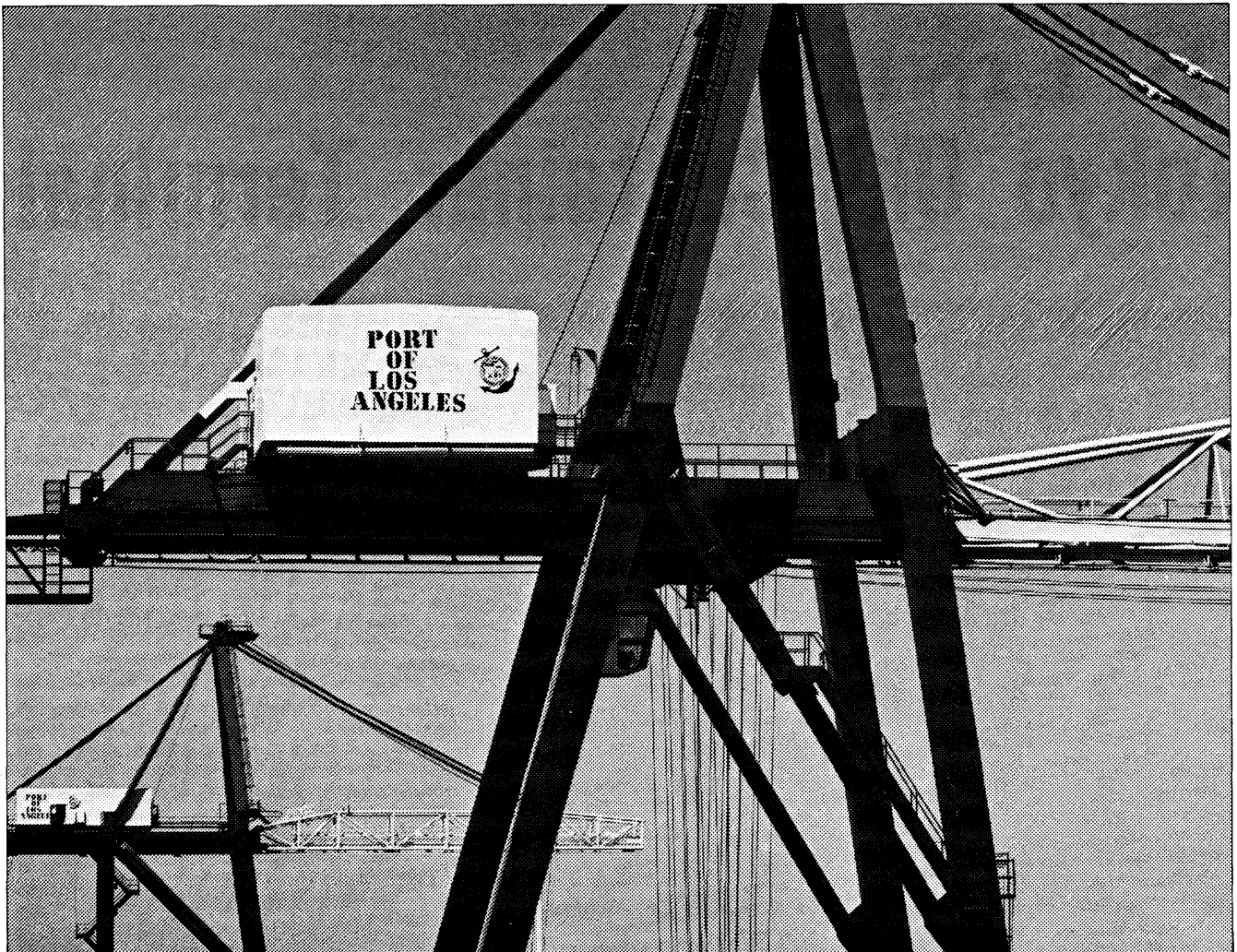
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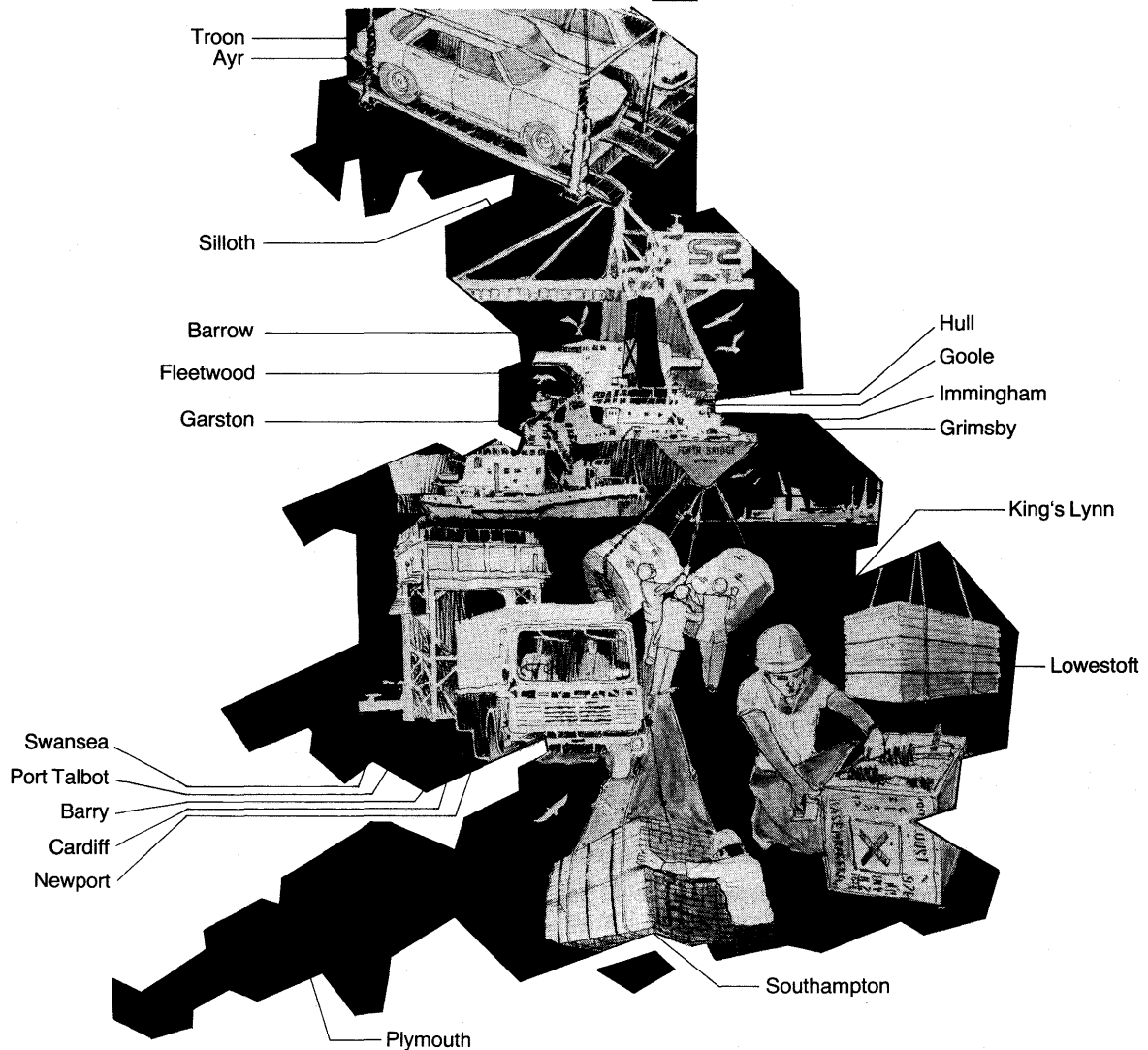
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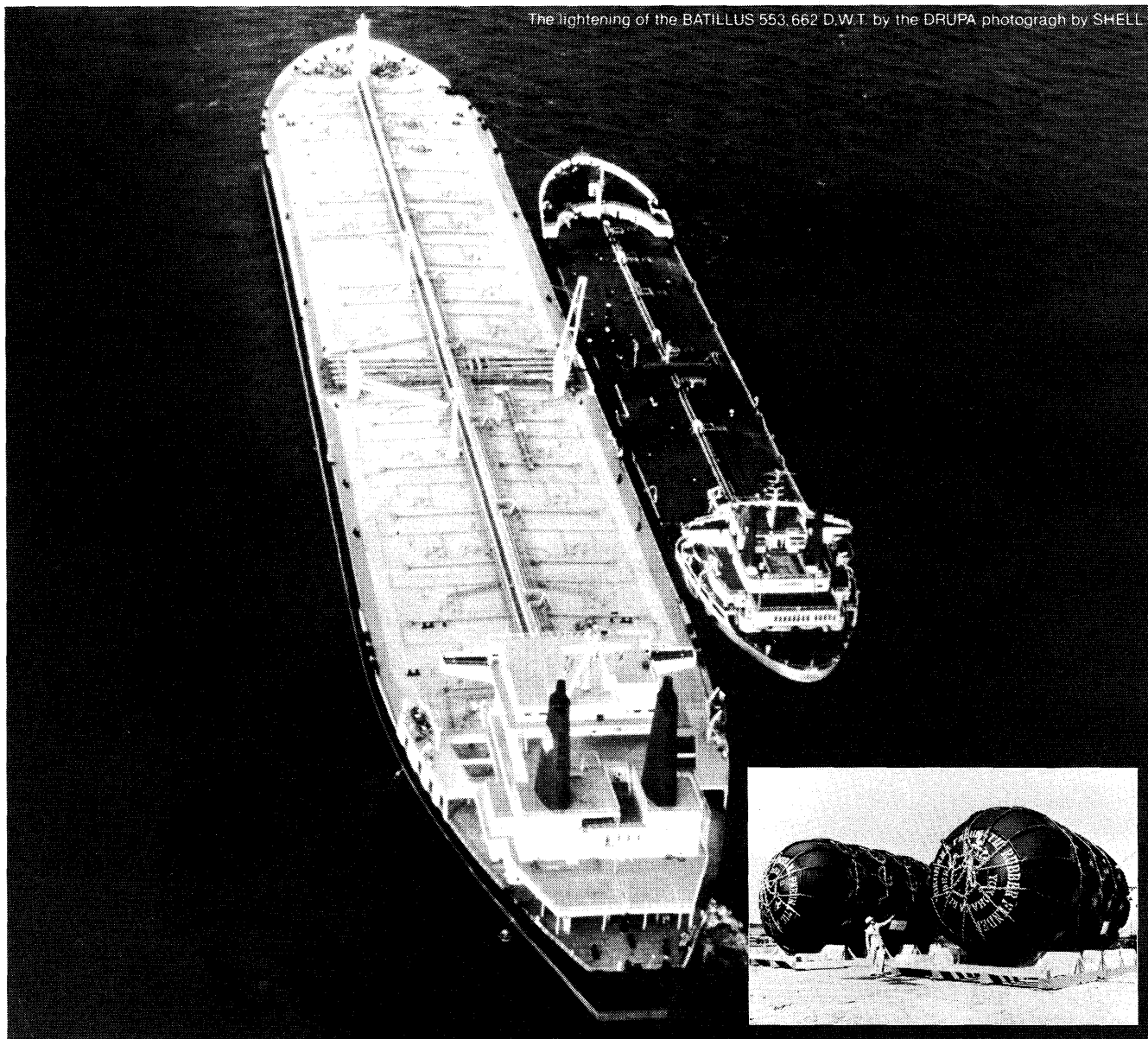
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# PORTS *and* HARBORS

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**The Cover:** A consignment of Dowty mining equipment, destined for China, being loaded onto the M.V. "Niki" at Newport Docks (B.T.D.B.), U.K.

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# IAPH announcements and news

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## Let's start planning a trip to Nagoya

Mr. Yoshiaki Nakaya, President of Nagoya Port Authority and Governor of Aichi Prefecture who is hosting the 12th IAPH Conference circulated the first letter inviting all IAPH members and related organizations to the forthcoming Conference in Nagoya.

Prior to the Executive Committee meeting to be held in Brisbane, Australia, where the guidelines for the 12th Conference as well as the 25th anniversary features will be finalized, the Organizing Committee headed by Mr. Nakaya sent out the sounding letter to the potential participants all over the world.

In the hope of drawing your special attention to the next Conference at this early stage, we hereunder reproduce the invitation letter and reply card by which you are kindly requested to indicate your planning of attendance to the Organizing Committee.

March 3, 1980

Dear Colleagues:

We consider it a great honor that Nagoya has been selected as the site for the 12th Conference of the International Association of Ports and Harbors (IAPH) in May 1981.

Since its establishment in 1955, the IAPH has been engaged in a variety of wide-ranging activities which have won broad international recognition. At present, the IAPH consists of 399 members in 73 countries, and it has also been named a non-governmental advisory body by such United Nations organizations as the Economic and Social Council (ECOSOC), the United Nations Conference on Trade and Development (UNCTAD), and the Inter-Governmental Maritime Consultative Organization (IMCO).

We hope that this 12th IAPH Conference will provide a forum for the frank exchange of ideas and discussion from a variety of perspectives regarding the many problems that today face the ports and harbors of the world. In addition, we would also like to see the Conference serve as an opportunity for the exchange of information among the IAPH members and other persons and organizations concerned with ports and harbors around the world, deepening and strengthening international understanding and goodwill.

This Conference will also feature commemorative activities to mark the IAPH's 25th anniversary, making the occasion all the more significant, and every effort is being made to ensure thorough preparations for the Conference's success. In addition, the Nagoya Port Authority will celebrate its 30th anniversary in 1981.

Participants will have the added benefit of enjoying spring in Japan, the most beautiful and refreshing of Japan's four seasons, as well as the opportunity to see both the modern Japan and its long history with traditions which are carried on even today.

To ensure the success of the Conference we would like to have as many participants as possible, and, to help us

with our preparations, we ask that you fill out and return the enclosed Reply Card at your earliest convenience. The information will be used for reference purposes, and your replies will not represent a commitment to participate.

We thank you in advance for your cooperation and hope to see you in Nagoya in May 1981.

Sincerely yours,

Signed

Yoshiaki Nakaya

President of Nagoya Port Authority  
(Governor of Aichi Prefecture)

Information on the 12th Conference of  
the International Association of Ports and  
Harbors

Dates: Saturday, May 23—Saturday, May 30,  
1981

Venue: Nagoya, Japan  
Main Conference Site: Nagoya Kanko  
Hotel

Hosted by: Nagoya Port Authority

Correspondence  
Address: Organizing Committee of the 12th IAPH  
Conference  
c/o Nagoya Port Authority  
8-21, Irifune 1-chome, Minato-ku,  
Nagoya 455, Japan  
TEL.: (052) 661-4111  
TELEX: 4463816 NPJA

### REPLY CARD

#### Organizing Committee of The 12th Conference of The International Association of Ports and Harbors

##### Notes:

- This Reply Card is only to serve as reference material for preparations for the 12th IAPH Conference; none of the replies made here represent a commitment to participate.
- Please type or use block letters.
- Please return this Reply Card if you have been able to reply to any of the following items.

1. Do you or your organization (agency, company, association, etc.) plan to participate in the 12th Conference of the International Association of Ports and Harbors (IAPH), in Nagoya, Japan?

☐ Yes ☐ No ☐ Not decided

2. If yes, how many persons from your organization will participate, and how many of them will be accompanied by another person?

No. of participants: \_\_\_\_\_

No. of accompanying persons: \_\_\_\_\_

If the persons to participate have been decided, please give their names and titles below.

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

3. If, in the address of this letter, there are any mistakes in your name, title, organization name, or address, please fill in the correct information below.

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

4. Do you know of any person outside your organization who would be interested in the 12th IAPH Conference? If so, please give his/her name, title, and address below.

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

## Reach Nagoya by telex

Nagoya Port Authority recently announced that Nagoya Port could be reached by telex. The arrangement was made in order to smoothen up the communications with IAPH members for their attendance to Nagoya Conference which will be held from 23 to 30 May 1981.

Telex Number & Answer Back Code: 4463816 NPA J J  
(rin)

## General Kang Chang Sung resigns

The Head Office was informed by Mr. Han Pyo Seong, Director General, Bureau of Ports Management and Operation, Korea Maritime and Port Administration that General Kang, Chang Sung, IAPH Executive Committee member resigned as Administrator of KMPA and was succeeded by General Rhee, Bomb June, the retired Lt. General of Korean Army on February 22, 1980.

KMPA Director Han Pyo Seong expressed in his letter to Secretary General Sato their sincere gratitude to IAPH members for the cooperation rendered to General Kang during his term of office and wished the Association members' continuous support and patronage to the newly appointed Administrator.

## Donation to IAPH Special Fund

Port of Yokohama, Japan, informed the head office that Yokohama Port would be contributing \$2,000 to the IAPH's Special Port Development Technical Assistance Fund, in response to the invitation to the effect as announced at 11th Conference last year. The amount already received as of March 15, 1980 counts as much as \$27,258, excluding the Yokohama contribution.  
(rin)

## IAPH Membership, as of March 15, 1980

In IAPH there are 207 regular members and 145 as-

sociate members from 69 countries including the two newly joined countries, Egypt and Mauritius.

According to the Secretary-General's report to be submitted to meetings of internal & technical committees and Executive Committee in Australia in April, breakdown of the membership distribution by the three IAPH regions is 1) African/European Region: 59 members (28 countries), 2) American Region: 48 members (18 countries) and 3) Asian Region: 100 members (23 countries) respectively. (rin)

## WTC Japan holds the memorial services for the late Gaku Matsumoto

March the 27th being day and month on which Mr. Gaku Matsumoto, a founder and the 1st Secretary General of IAPH passed away at 86, six years ago, the World Trade Center Club of Japan jointly with WTC Building Corporation, of which the late Mr. Matsumoto was the Chairman of the Board, until his death in 1974, held the memorial services for the great leader and philanthropist who gave birth to the two worldwide associations, IAPH and WTCA.

Mr. Tadayoshi Yamada, Director General of the WTC Japan in his memorial address revealed that the organization has grown up to hold as many as over 40 nations joined in the Association, while the member countries were less than a half of the present membership at the time Mr. Matsumoto was alive, and that the marvelous growth was only possible thanks to the stable base laid down by Mr. Matsumoto.

From IAPH Head Office, Mr. Toru Akiyama who succeeded Mr. Matsumoto as the Secretary General at the 5th IAPH Tokyo Conference in 1967 and other staff attended the memorial services held at the 38th floor of WTC Building in Tokyo.

IAPH is also planning to hold the memorial services for him on the occasion of the 12th Conference next year also for the late Dr. Chujiro Haraguchi, former Mayor of Kobe and another initiator of IAPH who served as President (1967-1969) as one of the special functions of the 25th anniversary.

## Membership Notes

### New Members

#### Regular Members

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Cable Address: PORTRUST, BOMBAY

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##### Mauritius Marine Authority

P.O. Box 379, Port Louis Harbour-Port Louis-

Mauritius

Office Phone: 08-0871

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(Dr. Fernando Rosenzweig/Ing. Juan Valera)

# Supplement to "International Survey of Port Training, Advisory Facilities and Requirements, 3rd edition"

by the Committee on International Port Development, IAPH

**Port of Bremen and Bremerhaven—  
Hafenfachschule im Lande Bremen  
e.V. Tilsiter Str. 8-10 P.O.**

## Head Office Note:

Since the first edition of the report on the international survey of all forms of training and consultancy facilities available in developed ports and also of the needs of ports in developing countries for these facilities, which was completed first in November, 1974, the Committee on International Port Development has endeavored continuously to enrich and up date the information, with the cooperation by all members and other organizations through the survey questionnaire. The report was since revised in December, 1975 as the 2nd edition and then in May, 1979 as the 3rd edition. The survey is now utilized as a useful aid and handbook in the search for appropriate educational possibilities widely among our members of ports in developing countries.

Covering the period before the next edition, Mr. J.K. Stuart, Chairman of the Committee suggested that the information and new additions to the report which the Secretariat receive from time to time from our members, should rather be published in the "Ports and Harbors" as they arrive for the members's immediate reference.

In this issue, the newly arrived information from Bremen is introduced for your attention.

The survey is set out in five sections:

Section I: Training Facilities Available

Section II: Technical Advisers Available

Section III: Requirements of Ports in developing countries for Training Facilities

Section IV: Requirements of Ports in developing countries for Technical Advisers.

## • Section I Port Operations—Conventional

(Legend: Detail—Length of course—Level of worker for whom course designed—General comments)

Introduction in port operation and safety—2 days—Inexperienced dock workers.

Basic training—12 days—Dock workers with little experience.

Forklift drivers—5-15 days—Workers from all branches—Length of course according to qualifications demanded.

Winchman, crane-drivers, hatchman, cargo handling gear—15 days and 20 days courses—Inexperienced and experienced dock workers—20 days course includes bull

roping—Normally courses will be given in German language, other languages—preferably English—on application.

Stowing, stacking and storing, cargo securing—15 days and 20 days courses—Inexperienced and experienced dock workers.

Special training: skilled dock worker—9-11 weeks in a year—Dockworkers having undergone different training steps or a 4 year experience drivers licence is necessary—Training covers all kind of dockwork, examination carried out by Chamber of Commerce—Amount of fees to be negotiated, modification of courses and further details by application.

## • Section I Accident Prevention

Safety and health in dockwork—1 - 5 days—Dockworkers, foremen, superintendents—Length of course according to qualification demanded. Lessons given in German and English. Fees to be negotiated.

Hazardous goods—2 - 5 days—Dockworkers, foremen, superintendents—Length of course according to qualification demanded. Lessons given in German and English. Fees to be negotiated.

## • Section I Miscellaneous

Warehouse-worker—1-4 weeks—All levels—Length of course according to qualifications demanded, 4 weeks course includes fork lift drivers training, lessons given in German language, fees to be negotiated.

## • Section II

(Field of experience from which advisers available—Length of tour—General comments)

Stevedoring superintendent, training experts from all cargo handling operations including winch-drivers, fork-lift-drivers etc.—Variable—Length of tour depends on case and circumstances, pre-arrangement are necessary, costs to be negotiated.

## • Section III

(Name and address of institute, university—Name and subject of course, theme etc.—Language—Duration—General restrictions for participation—Any other information).

Fed. Rep. of Germany Hafenfachschule im Lande Bremen e.V. Tilsiter Str. 8-10, P.O. Box 105440, D2800 Bremen, Phone 385154, 394454—Various courses in dockworkers field: handling of goods, fork-lift-drivers, winch-drivers, hazardous goods, accident preventing etc.—German (courses in other languages by application - preferably English)—See under section I and II—Minimum age 18, levels and qualifications see under section I and II—Able to arrange special courses on different subject on application, costs to be negotiated.

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## Open forum: Port releases:

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# Relations between Port and Customs Authorities

by Mr. Sven Ullman,  
General Manager,  
Port of Gothenburg

This lecture will be dealing with the relationship and co-operation between the Port Authority and the Customs Authorities in the Port of Gothenburg. It is thus only natural to start with a description of the tasks and status of the Port and Customs Authorities, respectively.

The Gothenburg Port Authority is a Municipal authority responsible for the administration of the port.

The primary task of the Authority is to provide port facilities and services to industry, trade and shipping in a way and to an extent that benefits the social economy. The Board of Directors of the Authority is referred to as the Harbour Board.

According to the regulations laid down for the Harbour Board by the Municipal Council, it is the duty of the Board in particular.

“to administer the port area of the City”,

“to ensure that port facilities open to traffic are used for their proper purposes”,

“to ensure that port facilities are properly maintained and to provide for additional installations and equipment to meet port users’ demand”.

The province of the Port Authority is to project, design, construct and operate port installations, such as aids to navigation, approach channels, basins, berths (jetties, quays and quay aprons), marshalling areas, sheds, quay cranes and floating cranes. The Authority also employs crane operators and port pilots. Sea piloting, on the other hand, is a state enterprise.

All other services are provided by other undertakings. Stevedoring, for instance, is the responsibility of a Stevedoring Company, in which the Port Authority holds 25% of the shares.

The Customs Authority, on the other hand, is a governmental authority covering the whole of Sweden. There are local customs offices set up in the various ports. The Customs have, inter alia, to ensure that goods do not enter into circulation without prior customs clearance and payment of the prescribed customs duty. For this reason The Customs have to supervise and control vessels’ traffic to and from Sweden and movements of ships’ cargoes.

Due to the fact that the two authorities have a common interest in sea-borne trade, each of course takes the interests of the other into consideration when drawing up their respective regulations. The Customs try to adapt their regulations to the Port Authorities and their methods of operation, and the Port Authorities must in turn adapt their methods and pay due consideration to the regulations drawn by the governmental authorities.

The demand for safety of the ship, the cargo handling

and the storage of the goods within the port area necessitate the set up of certain rules. For this reason the County Administration has authorized a set of “Regulations for the Port of Gothenburg”. It is important that these regulations are so formulated as to have the least possible unsettling effect on the traffic, while at the same time enabling the state authorities to exercise control of the goods and also meeting the demands of the Port Authority as to the safety of ships’ traffic within the port area and the safety at loading and discharge of cargo.

What I am now going to say about vessels and goods refers to vessels in foreign trade and to imports and exports not yet cleared by the Customs, as the Customs are in principle not interested in domestic traffic.

Foreign traffic to and from Sweden must pass via specific places and zones as stipulated by the Customs Authorities. The regulations of the Customs apply to ships’ traffic as such, but the actual distribution of vessels to a suitable berth etcetera, is decided on by the Port Authority.

When a vessel is due to call at the port, the ship’s agent notifies the Traffic Office of the Port Authority in advance. The Customs and the pilots are also informed about the vessel’s arrival.

The Traffic Office makes a berth reservation and duly informs the ship’s agent. The berth must be placed within an approved Customs Temporary Storage Zone. Why this is so, I will return to later.

The sea pilot enters the ship at sea outside the port area. He is a government official, and in addition to his piloting duties he has to make sure that smuggling does not occur and, in case of suspicion, to inform the customs officials.

After berthing, the vessel is cleared by the customs officials, who at the same time issue a cargo landing certificate. This certificate can be had only against a written application. The reason is that the Customs demand someone to be responsible for the goods to the Customs. If the shipowner or the master of the ship is not to continue assuming responsibility for the goods, some company authorized as a Customs Temporary Store Keeper must certify its taking over the responsibility for the cargo.

Now I would like to refer to some of the demands by the Customs from the port users in foreign trade, the reason for these demands, and the system chosen to meet them.

A new customs law came into force on 1st January, 1974. It was formulated to adapt customs procedures to the requirements of industry and trade for a rapid and efficient cargo handling. I will try quite briefly to pick out those points in the new customs law and its ancillary statutes which may be of interest to this audience and which affect the seaborne trade.

The new customs procedure is based on three fundamental principles:

1) the system of Private Temporary Customs Storage



- 2) a Customs examination based on the importer's customs declaration
- 3) the "Take-home" or Immediate Release System

#### PRIVATE TEMPORARY CUSTOMS STORAGE

Prior to the implementation of the new procedure the Customs authorities, in order to have a guarantee for the duty payable, did not release imported goods until the cargo owner had paid the duty after the customs examination. To make sure that no discharged cargo would be exempted from duty, the Customs also had to supervise the discharging of the vessel. The cargo was taken into a customs warehouse, and there it was to be handled by particularly reliable so-called warehousemen. As already mentioned, not until the duty had been paid was the owner allowed to take charge of his cargo. This whole procedure was based on the fact that the cargo as such was a guarantee for the duty. In the event of the Customs not receiving the duty which meant that the cargo could not be cleared, the cargo was sold at a customs auction, and so the Customs authorities were able to collect the duty. This system was of course a very great encroachment on the transport flow. There could occur very long stoppages, that is to say that the cargo might be lying in the port for quite a long period of time before it was released by the Customs.

Trade and industry, however, demanded rapid and efficient transports. Such a stoppage in the transport flow as described would of course cost a lot of money. Therefore, suggestions were put to the Swedish Board of Customs to try and introduce a bit more elastic procedures. The Board of Customs replied that until duty was paid someone had to be responsible for the due payment of customs duty. If someone other than the cargo owner could guarantee payment, the Customs were only too willing to give up taking charge of the goods in the port.

In some places in Sweden experiments were carried out with a new system of Private Temporary Customs Storage. This meant that the cargo was taken charge of by an enterprise which was authorized as a Customs Temporary Store Keeper and which accepted under guarantee to the Customs the responsibility for the payment of duty payable for all cargo discharged from vessels within the Customs Temporary Storage Zone of the enterprise. This system worked out quite splendidly. Cargo owners, and forwarders as well as Customs authorities were fully satisfied. The result was the making of a new customs law stipulating that the customs authorities should not concern themselves at all with the goods. Instead, someone else was responsible to the state for the customs duties.

Before cargo is unloaded from the ship, the ship's master is responsible to the Customs. After unloading, however, the Customs Temporary Store Keeper takes up the responsibility. In the case of bulk cargoes, e.g. oil, this means that the cargo can be cleared through the Customs immediately, but in other cases, for instance general cargo vessels, the goods usually have to be stored some time. Hence the need for the system of Private Temporary Customs Storage, because the Customs authorities require someone to take care of the goods before clearance.

#### THE DECLARATION SYSTEM

Having made such a great step forward with the System of Private Temporary Storage, one could continue along a road already taken with respect to the preparation of customs documents.

In the previous customs procedure, the goods were—in principle—inspected by the Customs for classification. Because of demands from trade and industry and from general public for a rapid passage, it gradually turned out impossible to inspect all goods; instead customs clearance in many cases had to be confined to an assessment based on invoices and other documents representing the goods. In spite of this, delays could sometimes occur in preparing customs documents. In order to enable importers to have this done more quickly, a system of so-called voluntary customs declaration was introduced for a period of trial. This implied that the importer himself could prepare the customs documents, assess the duty and pay it to the Customs. They just simply checked the assessment and the importer could pay the duty almost at once.

This new system of Private Temporary Customs Storage, having turned out a success, needed however a more rapid administrative procedure to go with it, and so in the new customs law regulations was included a paragraph stipulating a compulsory declaration of imported goods. This relieved the customs officials of a considerable amount of work; their only remaining task was of a supervisory nature. There is, however, one customs examination remaining, namely of goods brought by ferry passengers, etcetera.

#### THE TAKE-HOME OR IMMEDIATE RELEASE SYSTEM

The Declaration System did not in itself result in a more rapid transshipment of cargo through the port. A new way had to be found. This was achieved by introducing the so-called Immediate Release System. This system plays a key part in the new customs procedure. It means, described very briefly, that an importer could be authorized to take charge of and have free disposal of his cargo before customs clearance, and, *nota bene*, he is allowed to do so without providing any guarantee for customs duty. This is so, because the principle of customs guarantee was abolished with the advent of the new legislation. There is admittedly a possibility for the Swedish Board of Customs to demand a guarantee in special cases, but this is intended to be used in exceptional cases only, e.g. if circumstances otherwise would necessitate a refusal to give an importer the benefits inherent in the Immediate Release System, because of doubts as to his solvency. So far, the Customs are said to have lost no money by not demanding guarantees. As a matter of fact, they always receive the duty stipulated for.

Who then qualifies as "Home-taker" as the term goes? Whoever wishes to be one must first of all be established in Sweden. Second, the enterprise must be a regular importer of goods. Just what is meant by regular has not been defined. The interpretation is apparently very generous. Third, and last, the business must be run in such a way that the customs authorities can check satisfactorily the customs declarations of the enterprise by means of inspections and examining of books. The customs declaration, which is usually to be presented within a ten-day period after take home release, must contain details of statistical number, cargo value and quantity. In addition, the charges must be assessed by the home-taker.

The system has the great advantage—from a Port Authority's point of view—that the cargo can be removed quickly, in many cases immediately, from the port area without a customs procedure that was sometimes lengthy.

From a Customs' point of view the system has resulted in a more balanced working load. On the other hand the staff may have greater difficulty in controlling, as compared

to the former system.

The limitations of the Immediate Release System refer mainly to goods classified as dangerous. These goods may not be taken home until the conditions applying to their importation have been met. Perhaps a licence from some authority is necessary. Or perhaps it is the case of some specific goods, for instance live animals which must be subject to a veterinary examination to certify that there is no danger to health involved in the importation of the animals. Until a licence has been obtained or a veterinary examination has been carried out, no permission to take home the goods will be given. Sweden has very few items subject to import regulations. There are, however, quantity limits for certain types of imported goods. In these cases a licence is required. The Home-taker of the goods must guarantee that an import licence is arranged before he is allowed to take home goods subject to licence.

To summarize: In the Immediate Release system, after arrival in the port, the cargo is taken into a Private Temporary Customs Storage Zone and the Home-taker applies for the right to take home his goods. The Immediate Release application form is very simple. With no requirement for an invoice, nor for a licence or anything else, the Home-taker may simply by declaring for clearance his lot in the manifest, have the goods taken to his warehouse or to his factory.

It ought to be stressed that the Customs authorities do not check that the freight has been paid. The shipowner or his agent must see to it that he receives the freight charge and other fees from whoever has to pay these before the goods are delivered. The shipowner may of course commission the authorized Customs Temporary Store Keeper to collect the freight, but the Customs authorities do not involve themselves in this matter.

In Gothenburg it has proved suitable for the stevedoring company to accept the responsibility for the Customs Temporary Storage Zone. This responsibility to the customs authorities of course also involves a responsibility in relation to the cargo owner that the goods are properly stored and not destroyed during the time of storage.

From a Private Customs Temporary Storage Zone, the goods must be cleared within 30 days. If this is not done, the goods will be transferred to a transit warehouse, where they may be stored for up to two years, or to a free port where they may be stored for an unlimited time. Or—if the goods for instance tend to suffer destruction—they may be sold at a so-called customs auction.

The goods can be released either by a Customs official against an Immediate Release Application, or by the authorized Temporary Store Keeper. The fact that the Store Keeper can release the goods depends of course on the guarantee given by the Home-taker that the goods he wants to take home are not dangerous or of a kind that makes them subject to import regulations, in which case they must first be examined by a customs official, by a veterinary or by another public official.

After unloading, the vessel often loads export cargo. There is also a number of Customs regulations for the export of goods. For instance, prior to export the goods must be reported to the Customs, whereupon the Customs issue an export permit. There are very few export regulations in Sweden, and no export duties at all. Therefore, the new customs procedure was easy to formulate in this respect.

As for the Port of Gothenburg, the authorized Customs

Temporary Store Keeper has to ensure that no cargo is loaded until final export permit is received. This permit is given by means of a Customs' signature on the mate's receipt or on a customs declaration. The manifest must include all the goods loaded and the final Customs control is carried out by comparing the manifest with the customs declarations.

As compared with the previous system, the present system of Private Temporary Customs Storage, a compulsory declaration, and the immediate Release System, result of course in a decreased control from a Customs' point of view. Thus, the Customs authorities rely to a very large extent on the honesty of the importer and his declaring all his cargo for clearance. There is of course always the possibility of a subsequent inspection of the invoicing, the payments and the bookkeeping of the enterprise.

These regulations of the new customs law have resulted in a very rapid clearance of the traffic through the port. In fact, the cargo needs not remain idle very long within the port area. In most cases, the cargo is loaded on railway wagons or lorries for immediate inland transport after discharge from the vessel.

The system has very great advantages and it works well in the Port of Gothenburg. The delays that may now arise within the port are to a very small extent the result of the regulations issued by the Customs authorities. If delays occur, there are other reasons, for instance the consignee may at the moment be unable to place the goods in store. It is my opinion that the Private Customs Temporary Storage system is necessary in order to have a rapid customs procedure functioning. In some Swedish ports, there are no private enterprises authorized as Store Keepers, and there the Port Authorities have had to take up this responsibility themselves, operating in the same way as private authorized enterprises.

During the ship's passage to and from the port the Customs authorities only exercise a controlling function and see to it that no smuggling of goods takes place within Swedish territorial water. From the Port Authority's point of view this has no effect on the operation of the port. As I have already said, Port Authorities and Customs Authorities do not have many points of contact and there are therefore no difficulties in this respect.

There are similar take-home systems in operation in our Scandinavian neighbour countries, and variations of this system are also in operation in continental Ports.

I hope I have made clear that the Swedish customs system is nowadays so uncomplicated, that little contact between the customs and the port authorities is needed. Consequently, I recommend this system to any country because it results in a simplified cargo handling and a rapid customs clearance.

# Annual Report 1978-1979: Port of Toronto (extracts)

## 1. General Manager's report (extract)

In reviewing activities in the Port of Toronto for 1978, I cannot help but note that while some developments fell short of expectations, there were a number of promising signs that indicated future potential. A new bulk liquid storage facility and project cargo shipments should help the port regain some of its tonnage this year. A new ro-ro berth at the Container Distribution Centre will also help us by keeping the port in step with the changing modes of shipping cargo.

The liquid bulk handling terminal in the Ship Channel was constructed because the Company saw a need for an independent storage facility in the Toronto area. The firm expects to handle more than 40,000 tonnes of cargo annually.

Toronto was just one of a number of Great Lakes ports that experienced a drop in overseas tonnage last year. A weakening Canadian dollar helped disrupt foreign trade at the Port of Toronto which has always been a predominantly import port. While Canadian-made goods became more competitive and prospects for exports increased, imported merchandise became more expensive. There were other factors also. Copper and lumber exports were off because of a mining company strike in Northern Ontario and a soft world market.

In 1978, the port handled a total of 2,828,982 tonnes of cargo. Overseas cargo came to 811,582 tonnes. The number of containers moving through the port was 12,576 (Total Equivalent 20 Foot Units).

The foreign shipping season which opened April 6 and closed on December 15 lasted 254 days, a day less than in 1977. The domestic navigation season closed on January 9, 1979.

On the domestic side, our tonnage dropped by 89,362 tonnes. Coal imports were down by 148,206 tonnes, cement by almost 27,000 tonnes and salt by 27,746 tonnes. Grain and petroleum shipments each increased by some 25,000 tonnes. Domestic exports were up by 77,934 tonnes.

During the past two years, the terminal operations department has concentrated on developing the project cargo market. As a result, we have become specialists in handling this type of cargo. We feel that the port will be able to attract enough additional tonnage of this kind so as to provide a certain stability in our overseas cargo picture. Much of this project cargo will lend itself to the ro-ro mode of shipping. Thus our new roll-on, roll-off berth located at the East Gap could play a major role as this business develops.

In addition to soliciting project cargo, serving existing customers and developing new business, our trade officers in the Traffic Section continued to work closely with World Trade Centre Toronto staff in the field of trade inquiries. The four-man team made a total of 1,102 calls on customers in 1978.

There were a number of highlights last year that should be mentioned. They include: a consultant's report recommending open water disposal of dredged material from the Keating Channel; an open dialogue with related authorities

to solve the silting problem in the Keating Channel and the eastern area of the harbour; a record attendance of 17,750 visitors taking part in the Commissioners' weekend program of hiking, cycling and bus tours of the Outer Harbour East Headland; and a special photo exhibit, "On Site", which featured a selection from the thousands of photographs taken by Arthur Beales during his 35 years on the waterfront.

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The Commissioners' Public Information and Community Relations Department maintained a good working relationship with the media and the general public; the Planning Department continued its close liaison with the City in planning matters; the relationship between labour and management continued on a successful plane; and the working agreement between the Commissioners and the Metropolitan Toronto and Region Conservation Authority in developing new recreational areas on the waterfront continued to the satisfaction of both sides.

E.B. GRIFFITH

General Manager

## 2. Statement of revenue and expense and general surplus

Year ended March 31, 1979

	1979	1978
Revenue		
Port operations .....	\$ 7,364,771	\$ 7,911,362
Net gain from sales of land .....	394,721	2,092,228
	<u>7,759,492</u>	<u>10,003,590</u>
Expense		
Operating expenses .....	8,043,307	8,168,402
Depreciation .....	512,398	412,499
Interest expense (less interest earned \$6,106; 1978 - \$1,447) ....	<u>1,951,764</u>	<u>1,394,612</u>
	<u>10,507,469</u>	<u>9,975,513</u>
EXCESS OF REVENUE OVER EXPENSE		
(EXPENSE OVER REVENUE) ....	(2,747,977)	28,077
GENERAL SURPLUS AT BEGINNING OF YEAR .....	<u>31,918,378</u>	<u>31,890,301</u>
GENERAL SURPLUS AT END OF YEAR .....	<u>\$29,170,401</u>	<u>\$31,918,378</u>

## 3. Balance Sheet

as at March 31, 1979

ASSETS	1979	1978
CURRENT ASSETS		
Cash .....	\$ 41,011	\$ 87,634
Accounts receivable and accrued income .....	1,000,848	1,127,228
Current portion of mortgage receivable .....	132,000	132,000
Prepaid expenses .....	<u>222,502</u>	<u>249,414</u>
	<u>1,396,361</u>	<u>1,596,276</u>

(Continued on next page bottom)

# Annual Report 1979: Port of Los Angeles (extracts)

## 1. Executive Director's report (extract)

The Port of Los Angeles, in its seventy-second year of operation, continues to have a significant impact on the economy of the Southern California region and the life style of more than 12 million citizens in the Los Angeles area.

To over 40 shipping lines using the Port's modern berthing and cargo handling facilities last year, Los Angeles Harbor was an all-weather, quick-turn-around call where loading and unloading operations were skillfully handled by efficient longshore teams.

To the 325 tenants who used the 28-mile waterfront in this 7,000-acre Port, it was a uniquely diversified industrial park where oil terminals and shipyards, cargo ships and

small pleasure craft have co-existed admirably throughout 72 years of growth.

To the 20,000 harbor-dependent businesses in the Southland area, it was a partner in the system of intermodal transportation so necessary to the continuous flow of materials and products to and from their doors.

To the 130,000 job holders whose livelihood depends on its vigorous and successful operation, the Port was the conveyor of goods and materials vital to the maintenance of a weekly paycheck.

A recent national survey revealed that the Port of Los Angeles had the second largest total operating revenue of any port in the nation, second only to the Port of New York/New Jersey. Most impressive and welcome is the fact that all this is being accomplished by an agency owned by the public, yet operated without the aid of taxes. The Port operates and grows to meet new demands of the waterborne cargo transportation industry through the use of its own revenues.

Los Angeles Harbor's net operating income for 1978-79 reached \$28.2 million, up 17.4 percent from the prior year. Although there's been a steady rise in operating revenue over the past decade, present and projected income from operations still falls short of the amount needed to fund the Port's five-year, \$405 million capital construction program without the sale of additional revenue bond issues.

Total billed revenue tonnage exceeded that of any other peacetime year and enabled the Port to retain its leading position as the top west Coast port in the amount of cargo handled. Although petroleum and related products again led the list of commodities comprising this record cargo-handling year, general cargo showed a rise of 831,263 revenue tons to 11.8 million tons.

### Planning, building, deepening . . . for the future

Meanwhile, in preparation for new and expanded trade, the Port's three concerted programs of master planning, capital development and harbor deepening were carried forward.

Public workshops brought valuable suggestions from citizen-owners of the Port that would reduce master planning time by identifying possible conflicts between public and commercial needs. Comments of nearly 100 citizens were woven into a revision of the Port Master Plan, thus streamlining later hearings and hastening the process of agreement about the future uses of the Port.

At the same time, marked progress was made on the main fabric of the plan, the \$405 million, five year capital construction program begun last year with the allocation of \$36 million.

The funding signalled the start of construction of a new Harbor Department administration building, the relocation of the Princess Louise ship restaurant, backland improvements at the Seaside Container Terminal Complex and the addition of 18 acres to the Matson Container Terminal.

Other capital development projects in the master plan were set in motion with the budgeting of \$6.1 million for the purchase of land for improved Sun Lumber Company facilities. Another \$500,000 started design work on the

(Continued from page 13)

<b>FIXED ASSETS AND CAPITAL DEVELOPMENT</b>		
Lands, at appraised values as determined in 1976 .....	59,857,838	59,857,838
Buildings, structures, plant and equipment, at cost .....	19,168,049	16,552,921
Less accumulated depreciation .....	5,414,979	4,992,605
	<u>13,753,070</u>	<u>11,560,316</u>
Structures and development, at cost .....	9,700,858	11,165,202
	<u>83,311,766</u>	<u>82,583,356</u>
<b>OTHER ASSETS AND DEFERRED EXPENDITURES</b>		
Receivable from Government of Canada .....		341,327
Mortgage receivable less current portion .....	264,000	396,000
Improvements to Toronto Island Airport (under lease) less amounts written off .....	49,311	61,178
Deferred employee benefits .....	857,730	930,744
	<u>1,171,041</u>	<u>1,729,249</u>
<b>PORT CONTRIBUTION—</b>		
Government of Canada .....	37,615,687	37,615,687
	<u>\$123,494,855</u>	<u>\$123,524,568</u>
<b>LIABILITIES</b>		
	<u>1979</u>	<u>1978</u>
<b>CURRENT LIABILITIES</b>		
Bank indebtedness .....	\$ 4,434,000	\$ 4,457,000
Short-term notes payable .....	16,650,000	13,500,000
Accounts payable and accrued liabilities .....	1,051,967	1,070,516
Unearned rentals .....	73,904	69,370
	<u>22,209,871</u>	<u>19,096,886</u>
<b>DEFERRED PORTION OF NET GAIN ON SALES OF LAND .....</b>		
	<u>377,114</u>	<u>771,835</u>
<b>CAPITAL AND SURPLUS</b>		
<b>CONTRIBUTED CAPITAL—</b>		
<b>GOVERNMENT OF CANADA</b>		
Expenditures in the Port of Toronto .....	37,615,687	37,615,687
APPRAISAL INCREASE CREDITS .....	34,121,782	34,121,782
GENERAL SURPLUS .....	29,170,401	31,918,378
	<u>63,292,183</u>	<u>66,040,160</u>
	<u>\$123,494,855</u>	<u>\$123,524,568</u>



Cabrillo Beach Recreational Complex now in its final planning stages before construction.

Progress in the third and key element in the Port's future plans was assured with the allocation of \$825,000 to the U.S. Army Corps of Engineers for the start of a long awaited harbor deepening project. Vital to the access of hundreds of today's large vessels which cannot presently enter Los Angeles Harbor, the \$59.1 million dredging program is expected to begin in 1980. In close coordination with the Federal government, the Harbor Commission allocated \$27.3 million in the Department's 1979-80 budget for the Department's cost of dredging actual berthing areas next to the wharves and building rock dikes to contain dredged material.

#### Citizen participation . . . in recreation planning

While trade development, cargo facilitation, administrative improvements and fiscal efficiency were being addressed in 1979, recreational needs of the public were not forgotten. The Harbor Commission approved a plan and engineering agreement, which, by calendar year's end, bore the promise of a recreational complex in the Cabrillo Beach area that would satisfy much of the needs of boaters, swimmers, nature students, picnickers, youth campers and just plain sightseers alike.

A final plan for the area, representing many months of deliberation by a 26-person citizen's advisory committee, a Harbor Department planning team and the outside consultant firm of Santana-Thompson, was ready for Harbor Commission consideration by December. Completion of the complex is scheduled for 1982.

Rounding out the many-faceted concerns of the Harbor Commission for the future of the Port was its attention to two activities, each of which links the Harbor's past and present with the years ahead. The day-to-day maintenance of the harbor and the monitoring of the total harbor environment were vital disciplines in maintaining the overall condition of the Port.

## 2. Statements of Income and Retained earnings

Years ended June 30, 1979 and 1978

	1979	1978
Gross revenues:		
Shipping services:		
Dockage .....	\$ 5,459,498	5,142,468
Wharfage .....	27,697,831	23,375,725
Storage .....	507,687	236,835
Demurrage .....	1,147,125	1,027,795
Pilotage .....	1,989,005	2,021,034
Assignment charges .....	1,009,796	776,510
Wharf and shed revenue .....	196,020	304,490
Cranes .....	1,095,541	706,429
Total shipping services .....	<u>39,102,503</u>	<u>33,591,286</u>
Rentals:		
Total rentals .....	<u>11,102,010</u>	<u>10,391,045</u>
Royalties, fees and operating revenues:		
Total royalties, fees and operating revenues .....	<u>3,437,329</u>	<u>1,860,382</u>
Total gross revenues .....	<u>53,641,841</u>	<u>45,842,713</u>
Operating and administrative expenses:		
Total operating and administrative expenses .....	<u>20,244,447</u>	<u>17,329,856</u>
Income from operations		

before depreciation .....	33,397,395	28,512,857
Provision for depreciation .....	<u>4,730,054</u>	<u>4,519,258</u>
Income from operations .....	28,667,341	23,993,599
Other (expense) income, net .....	(422,803)	72,868
Income before interest .....	28,244,538	24,066,467
Interest income from fund investments .....	<u>5,072,213</u>	<u>3,099,607</u>
	<u>33,316,751</u>	<u>27,166,074</u>
Interest expense on bonds .....	<u>1,261,276</u>	<u>1,427,771</u>
Net income .....	<u>32,055,475</u>	<u>25,738,303</u>
Retained earnings, beginning of year .....	<u>146,946,995</u>	<u>121,208,692</u>
Retained earnings, end of year .....	<u>\$179,002,470</u>	<u>146,946,995</u>

## 3. Balance sheets

June 30, 1979 and 1978

	1979	1978
ASSETS		
Current assets:		
Total current assets .....	\$ <u>73,477,050</u>	<u>59,652,461</u>
Restricted assets—bond funds:		
Total restricted assets .....	<u>5,450,091</u>	<u>8,020,092</u>
Properties:		
Land .....	73,928,412	73,644,412
Wharves, sheds, facilities and equipment, less accumulated depreciation of \$68,545,595 in 1979 and \$63,932,572 in 1978 ...	107,437,832	109,958,522
Construction in progress .....	<u>32,316,700</u>	<u>10,251,704</u>
Total properties .....	<u>213,682,944</u>	<u>193,854,638</u>
Other assets:		
Total other assets .....	<u>1,168,506</u>	<u>1,897,431</u>
Total assets .....	<u>\$293,778,591</u>	<u>263,424,622</u>
LIABILITIES AND EQUITY		
Current liabilities:		
Total current liabilities .....	\$ <u>9,242,960</u>	<u>8,927,062</u>
Bonded debt—Harbor Revenue Bonds:	28,464,000	31,091,000
Less amount to be paid within one year .....	(2,305,000)	(2,225,000)
Total bonded debt .....	<u>26,159,000</u>	<u>28,866,000</u>
Due to the City of Los Angeles .....	1,626,309	2,376,309
Other liabilities .....	457,395	525,308
Total liabilities .....	<u>37,485,664</u>	<u>40,694,679</u>
Equity from contributions .....	45,042,588	43,535,079
Appraisal of land—1942 .....	32,247,869	32,247,869
Retained earnings .....	<u>179,002,470</u>	<u>146,946,995</u>
Total equity and retained earnings .....	<u>256,292,927</u>	<u>222,729,943</u>
Total liabilities, equity and retained earnings .....	<u>\$293,778,591</u>	<u>263,424,622</u>

# Annual Report 1978: Cyprus Ports Authority

## (1) Brief review (extract)

### Organization

1978 was the first year during which the Cyprus Ports Authority operated almost with full autonomy in all areas other than those of engineering and warehousing. During the same period, the Authority continued its efforts aiming at filling the gaps in personnel, procedures, organization and operation, as well as in taking over all port activities for which it is responsible under the Law.

As the transfer of the port personnel took place in October 1977, a considerable part of 1978 was devoted, as was expected, to the organization of the personnel in question and to the allocation of their duties.

Towards the end of the period under review, the Authority's proposal for the setting up of its own Technical Services Unit was approved by the Council of Ministers. This was the first step towards the Authority's attaining independence from the technical services of the government and private sectors on which it had completely depended so far.

Most of the preparatory work needed for the Authority's taking over the administration of the port warehouses was completed during the period of the report. The preparations in question included review of store regulations and operational procedures, drawing up of organization charts and engagement of the required personnel to enable the Authority to operate properly the port warehouses after it takes over. In the meantime, port warehouses continued to operate under the control of the Department of Customs and Excise acting on behalf of the Authority on an agency basis.

### Development

1978 was also the year of preparation for the implementation of the Larnaca and Limassol port development programme, finalized with the signing of the relevant loan agreement with the World Bank on the 12th of April 1978.

Following a number of World Bank mission visits to Cyprus and intensive negotiations in Washington, the Authority secured from the World Bank a U.S. \$8.5 m. loan to cover part of the foreign exchange required for the implementation of its development programme.

The extension of the Produce Inspection Shed at Limassol port, which started in 1977, was completed in March 1978, thus increasing the storage area of that shed from 1,800 m<sup>2</sup> to 2,900 m<sup>2</sup>. In December 1978 the construction of a closed shed of 6,400 m<sup>2</sup> was also completed at Limassol port.

### Operation

The port of Famagusta, the special mineral terminal at Karavostassi and the port of Kyrenia continued to be under Turkish occupation. Consequently only Limassol and Larnaca ports and the special terminals at Vassiliko, Moni and Limni operated under the jurisdiction of the Authority.

During the period covered by the report, the Authority continued its efforts towards improving the operation of

Limassol and Larnaca ports, which mainly handle general cargo. With a view to increasing efficiency, the Authority made efforts for a more productive use of the time during which ships were at berth. In the case of certain types of bulk cargo, the Authority set minimum loading/unloading standards, wherever the circumstances so permitted.

Ships not fully occupied while at berth, were removed so that other ships could take their place. Furthermore, regular inspections of the loading/unloading equipment were carried out, so that delays could be avoided as far as possible.

In 1978 as in previous years, there were peak periods during which Limassol and Larnaca ports were operating under pressure resulting from the following circumstances:

- (a) Concentration of the export activities of certain seasonal commodities within very narrow periods of time, such as those pertaining to potatoes at Larnaca port and grapes at Limassol port.
- (b) Extended stay at berth of some large ships—basically grain ships—due to special circumstances.
- (c) Diversion to our ports of certain cargoes destined for other countries, whenever the ports in those countries were either closed or facing long periods of congestion.

In cooperation with the shipping agents, importers and exporters, the Authority made every effort with a view to minimizing the operational difficulties arising during peak periods.

Until 1978, the movement of containers was possible through Limassol port only. However, at the end of 1978, upon completion of the installation of a 35 ton luffing crane and the securing of the equipment required for the movement of containers on the quay, the handling of containers became possible at Larnaca port as well.

### Traffic

Cargo traffic through Cyprus ports and special terminals decreased by 8%. Thus while Cyprus seaborne cargo reached the level of 3,358,000 tonnes in 1977, it dropped to 3,258,000 tonnes in 1978. The decrease was primarily due to a fall in exports from 1,566,000 to 1,248,000 tonnes. To a lesser extent this was also caused by a drop in transit trade from 267,000 to 207,000 tonnes and in coastal deliveries from 128,000 to 114,000 tonnes.

The decrease in exports was basically due to a 28% drop in agricultural exports (mainly potatoes and citrus), a 14% drop in cement and a 31% drop in minerals.

The increase in imports from 1,577,000 tonnes in 1977 to 1,689,000 tonnes was not sufficient to outweigh the decrease in exports and transit trade.

Briefly, of the total cargo movements through Cyprus ports and terminals during the period under review, Larnaca and Limassol ports handled 87% of exports, 50% of imports and all transit trade. The remaining imports and exports moved through the oil and mineral terminals respectively.

(Continued on next page bottom)

# Annual Report 1979: Cairns Harbour Board (extract)

## 1. Chairman's report

I look back over the year just completed with probably more satisfaction than I have in any one year since I was elected Chairman of the Board in 1970.

Not that this year was the only year in which the Board had made progress, but I feel so much of the work and planning that had been going on over the years had become a reality.

Cargo movements for the year slightly exceeded the budget estimate for both imports and exports to provide the Board with revenue of \$1,177,065.17 from this source, as against the budgeted figure of \$1,154,510.00. The total operating receipts for 1978/79 were \$2,192,084.46 and payments were \$1,949,189.54.

While I do not, at this point, foresee any great increase in cargo movements, I have every confidence that figures will be maintained with the prospects of increases in some commodities.

Unfortunately, in some areas costs are beyond the control of the Board, particularly the maintenance cost of the channel, and some small increases in charges may be inevitable.

Capital expenditure of \$333,823.73 from the Board's reserves and \$150,000 from loan funds had been made as

(Continued from page 16)

## (2) Revenue Account for the year ended 31st December 1978

1977 C£		C£
	Income	
3,127,940	Operating charges	3,356,290
45,602	Other Income	131,384
<u>3,173,542</u>		<u>3,487,674</u>
	Expenditure	
929,852		1,260,683
2,243,690	Operating Surplus	2,226,991
596,188	Interest on long-term loan	607,256
1,647,502	Surplus for the year	1,619,735
	Surplus brought forward	2,256,797
	Less: Expenditure relating to	
609,295	previous years	1,290
	Surplus carried to General	2,255,507
<u>C£2,256,797</u>	Fund	<u>C£3,875,242</u>

## (3) Balance Sheet as at 31st December 1978

ASSETS EMPLOYED	31.12.1977 £C	£C
FIXED ASSETS	14,108,331	13,763,998
CURRENT ASSETS	3,092,676	2,227,061
Less CURRENT LIABILITIES	323,701	766,259
NET CURRENT ASSETS	<u>2,768,975</u>	<u>1,460,802</u>
	16,877,306	15,224,800
SOURCES OF FINANCE		
General Fund	3,875,242	2,256,797
Borrowings	<u>13,002,064</u>	<u>12,968,003</u>
	<u>16,877,306</u>	<u>15,224,800</u>

future development is beyond the Board's internal reserves, and borrowings have had to be undertaken.

I must sincerely thank the various lenders for their support which surely reflected their confidence in the Board and the Port of Cairns.

M. Borzi, O.B.E.  
Chairman

## 2. Satisfactory operations

Generally the year ended 30 June, 1979, completed a period of satisfactory operations.

Imports totalled 346,937 tonnes, compared to 329,292 tonnes in 1977/78, and exports were 460,538 tonnes and 461,240 tonnes respectively.

An increase in petroleum products of 21,865 tonnes was offset by a decrease of 17,268 tonnes in fertilizer products.

Most other commodities showed improvement, and the various products exported showed little variation to the previous year.

Land rental continued to improve, and from that source the Board was able to fund further reclamation and development in the Smith Creek area.

Part of the initial development was funded from the Board's reserves. However, loan funds had to be sought for the remainder of the fill, sewerage, roads, drainage and power requirements.

The Board's accounting procedures were framed to ensure, as far as practicable, that each function of the Board was self-supporting.

This procedure isolated the areas where increases in charges, if any, had to be made, and sufficient growth rate in some areas had retained charges at the previous year's level.

## 3. Income and expenditure

OPERATING INCOME	\$	\$
Wharves .....		1 200 366
Lands and Tenanted Buildings .....		235 643
Small Boat Harbours and Facilities .....		53 272
Conveyor Systems .....		2 385
Hire Plant .....		62 236
Quarries - River Sand Dredging .....		35 693
Work other than Harbour Board .....		72 015
Bad Debts Recovered .....		75
		<u>1 661 685</u>
OPERATING EXPENDITURE		1 542 179
OPERATING SURPLUS		119 506
NON-OPERATING INCOME	136 017	
NON-OPERATING EXPENDITURE	33 496	
NON-OPERATING SURPLUS		<u>102 521</u>
TOTAL SURPLUS FOR 1978/78		<u>\$222 027</u>

## 4. Balance sheet

as at 30th JUNE 1979	30.6.79	30.6.78
CAPITAL	\$	\$
Harbour Fund Accumulated		
Funds .....	4 216 449	3 753 727

(Continued on next page bottom)

# Annual Review 1979: Lyttelton Harbour Board (extracts)

## 1. Chairman's review (extract)

### TRADE

For the year ended 30 September 1979, cargo handled through the Port showed a satisfactory increase of 89,504 tonnes on the figure for the previous year. This increase is due to the retention of existing shipping services, and from the attraction of several new ones, which result from the very satisfactory ship turnaround times that are being achieved at Lyttelton by the stevedores and the Port labour force.

(Continued from page 17)

### RESERVES

Asset Replacement and improvement Fund .....	798 048	988 853
Long Service Leave Payments Fund .....	<u>330</u>	775
	798 378	989 628

### SUBSIDIES AND NON

#### REPAYABLE ADVANCES

Bulk Sugar Terminal Redemption .....	5 343 397	4 893 222
Bulk Molasses Terminal Redemption .....	315 027	315 027
Containerised Shipping Facilities Redemption ....	36 325	31 700
Other advances for Capital Works .....	<u>1 058 171</u>	1 058 171
	<u>6 752 920</u>	<u>6 298 120</u>
	<u>\$11 767 747</u>	<u>\$11 041 475</u>

### FIXED ASSETS

#### WHARVES, BUILDINGS AND CONSTRUCTED WORKS

At Cost .....	5 870 761	5 413 399
Less Provision for Depreciation .....	<u>593 666</u>	481 519
	5 277 095	4 931 880

#### ASSETS PROVIDED BY LESSEES

Bulk Sugar Terminal .....	11 442 785	11 442 785
Bulk Molasses Terminal ....	315 027	315 027
Grain Handling Facilities ...	<u>74 249</u>	74 249
	11 832 061	11 832 061

#### CURRENT ASSETS AND INVESTMENTS

Cash at Bank and on Hand .....	81 889	42 491
Investments .....	1 602 946	1 401 381
Sundry Debtors .....	290 101	221 340
Stores on Hand .....	12 118	11 348
Prepayment .....	<u>15 200</u>	
	<u>2 002 254</u>	<u>1 676 560</u>
	<u>19 111 410</u>	<u>18 440 501</u>

#### DEDUCT—

#### CURRENT LIABILITIES

Sundry Creditors .....	68 902	34 360
------------------------	--------	--------

#### LONG TERM LIABILITIES

Loan Repayments .....	6 971 345	7 036 892
Security Deposits .....	303 344	317 974
Provision for Maintenance	72	9 800
	<u>7 343 663</u>	<u>7 399 026</u>

#### ASSETS LESS

LIABILITIES .....	<u>\$11 767 747</u>	<u>\$11 041 475</u>
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During the year, Jebsens' Line new 26-day service to South Korea and Japan was introduced, and Lyttelton is its only South Island port of call. It offers Canterbury importers and exporters direct shipping links between Lyttelton and South Korea and Japan.

### FINANCE

An increase in the manifest tonnage of cargo passing through the Port, together with a rise in charges, effective from 1 October 1978, resulted in an increase in the total revenue by 26% to \$14,635,498, compared with the 1977/78 year. Revenue in the Container Terminal increased by 39% to \$6,293,693.

Total expenses for the year were \$13,075,130, an increase of 15% over the previous year, and this is a gratifying result in view of the prevailing inflation rate and increased trade level.

Financially it has been a good year for the Board, and I am pleased to report that, as a consequence of increased cargo handled and with effective control of expenditure the Board has been able to make prudent increases in its appropriations and finishes the year in a healthy financial position.

### PORT PROMOTION

A vigorous policy of Port promotion has been pursued during the year.

Not only has the Port been promoted in New Zealand but, together with the General Manager and Container Terminal Manager, I made representations to shipping companies in Hong Kong and Japan during April this year.

The General Manager and Container Terminal Manager also visited the head offices of other overseas shipping companies who either have direct calls or are considering including Lyttelton as a port of call. The companies were advised of the facilities available at Lyttelton, and the Board's Port development plans.

There has been a growing awareness by Canterbury interests of the extensive services that the Port of Lyttelton offers. Canterbury has a \$40 m asset in the Port, and the scheduling of a greater volume of cargo through Lyttelton to and from the Port's traditional hinterland will ensure that Port charges are maintained at the lowest possible level.

### PORT DEVELOPMENT

Advice was received from the Local Authorities Loans Board, on 9 August, giving approval for the development of facilities in the Inner Harbour, to cater for larger conventional and quarter ramp vessels. This development, at a cost of \$792,000, entails the removal of the obsolete No. 6 Jetty and the upgrading of No. 7 Jetty by an extension, and the strengthening of the landward end to accommodate quarter ramp vessels.

The berth will be operational for quarter ramp vessels by mid-1980.

The Baltic Shipping Company has already advised that it intends to use this berth when it introduces quarter ramp vessels to its New Zealand service at the end of 1980.



This short-term development is part of the staged development which includes the reclamation of approximately 7 ha in the vicinity of Gladstone Pier and No. 1 Breastwork, together with berthage and facilities, the extension of the Container Terminal and the provision of a bulk berth at the breakwater at Cashin Quay.

At the appropriate time the Board will make applications to the New Zealand Ports Authority for approval to proceed with the next stage of this development.

## CONTAINER TERMINAL

The Lyttelton Container Terminal, which is owned and managed by the Board, has now been in operation for 2½ years. In that time it has built up a good operational record, which is evidenced by the quick turnaround given to the 115 vessels handled since it commenced operations in June 1977. It is worthy of note that all vessels have sailed on schedule. There has been an increase of approximately 2,500 containers through the Terminal over the past year and I am confident that there will be a further increase in the ensuing year.

There are definite savings to Canterbury importers and exporters in having their cargoes handled through Lyttelton, to avoid increasing internal transport costs.

## MARITIME PLANNING

The Board has made application to be designated the Maritime Planning Authority for the Lyttelton Harbour area, in the terms of the Town and Country Planning Act 1977. The Board has been advised that priority is being given to the establishment of Maritime Planning Authorities in larger harbour areas, and later other Maritime Planning Authorities will be set up as the need arises. It would be appropriate if, in due course, the Lyttelton Harbour Board could be designated the Maritime Planning Authority for the Lyttelton Harbour area.

## THE FUTURE

Through the Board's progressive policy of Port development, Lyttelton has kept pace with the requirements of a wide variety of shipping services. The Port facilities will be extended to keep in step with the specialised requirements of shipping companies handling the imports and exports from the Canterbury area. The basics for expansion are already there, and include a short straight deep water channel, excellent berthage, good road and rail access and a skilled labour force.

I am confident that the Board will continue to play an important role in the growth of Canterbury, by providing direct links through Lyttelton to world markets.

J.E. MANNERING, Chairman

## 2. Statement of cargo handled

Type	Imports	Exports	Total
<b>INNER HARBOUR</b>			
Conventional Cargo	80,103	36,802	116,905
Ro/Ro Cargo	318,144	196,877	515,021
Lo/Lo Containers	457	1,130	1,587
Dry Bulk Cargo	162,708	—	162,708
Liquid Bulk Cargo	637,835	34,902	672,737
<b>CASHIN QUAY</b>			
Conventional Cargo	82,502	62,794	145,296
Lo/Lo Containers	84,560	89,264	173,824
Dry Bulk Cargo	7,083	53,662	60,745
Liquid Bulk Cargo	330	1,389	1,719
	1,373,722	476,820	1,850,542

## 3. Income, expenditure and appropriations

for year ended 30 September 1979

INCOME		1978
Port Installations & Services	6 124 705	5 107 151
Cargo Services	1 666 205	1 471 443
Container Terminal	6 293 693	4 525 185
Endowments & Properties	383 589	263 694
Miscellaneous Income	16 207	31 893
Interest Earned	265 258	237 834
	14 749 657	11 637 200
Less EXPENSES		
(Depreciation)	(964 523)	(930 889)
	13 075 131	11 347 034
	1 674 526	290 166
Gross Surplus from Operations		
Less Mandatory Appropriations:		
Loans Repayment Account	531 757	492 782
Exchange Fluctuation Reserve	835 050	385 000
	1 366 807	877 782
Net Surplus Available for Appropriation to Special Funds and Accumulated Surpluses/(Deficit)	\$307 719	\$(587 616)

## 4. Balance sheet

as at 30 September 1979

CURRENT ASSETS		1978
Cash and Current Bank		
Accounts	501 901	7 930
Sundry Debtors	1 477 788	1 329 740
Stock on Hand	448 324	412 877
	2 428 013	1 750 547
TERM ASSETS		
Deposits, Investments,		
Shares	3 671 267	2 360 333
Fixed Assets	31 608 039	31 587 899
	35 279 306	33 948 232
Loans Repayment Account		
cash & investments	1 322 599	1 066 603
	\$39 029 918	\$36 765 382
CURRENT LIABILITIES		
Sundry Creditors	1 095 124	797 454
TERM LIABILITIES		
Public Debt	22 671 288	22 378 948
PUBLIC EQUITY		
Capital & Retained		
Surpluses	10 772 918	10 712 144
Special Purpose Reserves	3 167 989	1 810 233
Loans Repayment Account	1 322 599	1 066 603
	15 263 506	13 588 980
	\$39 029 918	\$36 765 382

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# International maritime information:

## World port news:

### **Resolution on SAFE TRANSPORT, HANDLING AND STORAGE OF DANGEROUS GOODS IN PORT AREAS adopted at IMCO ASSEMBLY-11th session**

RESOLUTION A.435(XI) (IMCO document A XI/Res.435)

#### **SAFE TRANSPORT, HANDLING AND STORAGE OF DANGEROUS GOODS IN PORT AREAS**

THE ASSEMBLY,

RECALLING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

RECALLING ALSO resolution A.289(VIII) by which it adopted the recommendation on safe practice on dangerous goods in ports and harbours,

RECOGNIZING the desirability of a more comprehensive recommendation to include, besides dangerous goods in packaged form, also dangerous goods carried in bulk as referred to in the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (resolution A.212(VII)), the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (resolution A.328(IX)) and the Code of Safe Practice for Solid Bulk Cargoes (resolution A.434(XI)),

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its fortieth session,

RECOGNIZING ALSO that recommendations on the safe transport, handling and storage of dangerous goods in port areas are being prepared to cover products referred to in the aforementioned three Codes as well as in the International Maritime Dangerous Goods Code (resolution A.81(IV)),

1. REQUESTS the Maritime Safety Committee to complete this task with all possible speed;
2. AUTHORIZES the Maritime Safety Committee to circulate the recommendations to Member Governments as soon as it has adopted them;
3. DECIDES that these recommendations should supersede the recommendation adopted with resolution A.289(VIII);
4. URGES Governments concerned to use the recommendations in conjunction with their national requirements and any relevant international recommendations in respect of safe transport, handling and storage of dangerous goods in their port areas.

### **LONG-TERM WORK PROGRAMME of IMCO adopted at 11th Assembly**

RESOLUTION A.456(XI)

#### **LONG-TERM WORK PROGRAMME OF THE ORGANIZATION**

THE ASSEMBLY,

RECALLING its resolution A.405(X) by which it approved the long-term programme of work to be undertaken by the Organization for the period up to 1984,

RECALLING ALSO that it requested the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee and the Facilitation Committee to keep this programme under continuing review in the light of developments in the work of the Organization,

HAVING CONSIDERED the proposals of the Council for a long-term work programme which has been prepared in the light of recommendations from the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee and the Facilitation Committee,

1. APPROVES the long-term programme of work of the Organization for the period up to 1986 as set out in the Annex to the present resolution;

2. REQUESTS the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee and the Facilitation Committee to keep this programme under continued review in the light of developments in the work of the Organization and, having assessed the order of priorities of the various subjects, to report or recommend, as necessary to the Assembly at its twelfth regular session;

3. FURTHER REQUESTS the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee and the Facilitation Committee, in implementing the long-term work programme and in making recommendations for the work programme for subsequent periods, to bear in mind the desirability of scheduling not more than one conference in each year, save in exceptional circumstances.

### **Barratry and unlawful seizure of ships and their cargoes; IMCO Secretary-General asks for the information on measures taken by organizations in consultative status**

(circular letter No. 719)

1. The Secretary-General of the Inter-Governmental Maritime Consultative Organization has the honour to refer to resolution A.461(XI) adopted by the IMCO Assembly at its eleventh regular session in November 1979 on the subject of "Barratry and unlawful seizure of ships and their cargoes".

2. In that resolution the Assembly considered that criminal acts of barratry and the unlawful seizure of ships and their cargoes are highly prejudicial to the legitimate interests of the owners of ships and goods, shippers, consignees, insurers and users of international maritime transport and that the alarming increase in such fraudulent acts gravely endangers the integrity of international seaborne trade. In noting that urgent measures should be taken in order to

attempt to prevent and suppress such acts, the Assembly recommended that Governments, subject to applicable national and international laws, take and co-operate in appropriate legislative, administrative or other measures which could help to prevent and suppress acts involving or likely to involve barratry and the unlawful seizure of ships and their cargoes and safeguard the legitimate rights of all persons and authorities concerned.

3. The Secretary-General considers that information on measures taken or other experience acquired by organizations in connexion with incidents or practices involving barratry and the unlawful seizure of ships and their cargoes will be helpful to IMCO in its consideration of this matter.

4. Accordingly, the Secretary-General would be grateful if organizations would communicate to him at their earliest convenience information on measures taken or contemplated by them in this respect so that such information may be made available to Member Governments of the Organization, as appropriate.

5. In this connexion, the Secretary-General has the honour to state that the IMCO Council will, at its forty-fourth session to be held from 2 to 6 June 1980, consider a request from the Assembly to provide for a study of the subject of barratry and the unlawful seizure of ships and their cargoes in order to determine the steps IMCO should take in the matter. The Secretary-General believes that the discussions of the Council may be assisted by information on measures taken or contemplated by organizations in this respect. It would, therefore, be appreciated if organizations would endeavour to communicate any information on this matter to the Secretary-General as soon as possible and, preferably, before 30 April 1980.

## **Mediterranean: experts urge action on reception facilities**

(IMCO News): The Mediterranean Sea is one of the most polluted in the world; but it could be greatly improved by the installation in ports of adequate reception facilities for oily residues and mixtures.

This is one of the conclusions contained in the report of a team of experts who carried out a feasibility study on Mediterranean reception facilities on behalf of IMCO with financial support being provided by the United Nations Environment Programme.

The experts were Captain G.C. Steinman, United States Coast Guard (retired), and Messrs. P. Guerin, J-P Longé and C.L. Montfort, all of the Port of Marseilles. During the study, members of the team visited all Mediterranean countries except Albania and the Lebanon between May and October 1978.

One reason for the pollution in the Mediterranean is the fact that tanker journeys are often too short for the load-on-top system to be used. On other routes it is now used by an estimated 80 per cent of all tankers, and has greatly reduced the amount of oil escaping into the sea as the result of tank cleaning and other operations.

Reception facilities are needed because the tank cleaning operations necessary before a new cargo of oil is loaded result in a mixture of oil and water which must be disposed of before the new cargo is taken on board. The 1973 Marine Pollution Convention, adopted by IMCO in 1973, states that oil loading terminals and repair ports in three

'special areas' (the Mediterranean, Black and Baltic Seas) must be provided with reception facilities adequate for the reception and treatment of all dirty ballast and tank washing water from oil tankers.

The report states that there are 19 crude oil loading terminals in the Mediterranean exporting approximately 360 million tonnes of oil. Of these, nine are provided with deballasting stations. The remaining ten cannot accept ballast from tankers coming to load, which means that the tankers have to discharge their ballast at sea.

The experts say this problem can only be solved by the provision of adequate reception facilities. The report gives recommendations on the type of facilities which should be provided. These stress the importance of sufficient storage capacity being provided, to ensure that the installation does not cause unnecessary delay, and of fixing duties at such a level that use of the facilities is not discouraged.

The experts estimate that a typical reception facility suitable for a Mediterranean port would cost around \$2.5 million, although the need for sealines would add considerably to this cost in ports where they are needed (particularly in Libya).

The experts state that their investigation showed that in some cases tankers arrived at loading terminals with inadequately cleaned tanks. The dirty ballast was then simply discharged into the sea, despite terminal requirements forbidding this practice. The experts recommend that the discharge ashore of cleaning dirty ballast be made mandatory, that supervision be improved and fines be imposed on those who do not observe the regulations.

They suggest that tankers' slop tanks and ballast tanks be inspected, to measure the effectiveness with which they have practised load-on-top and tank cleaning operations. The Oil Record Book specified in the 1973 Convention should also be checked by the port authorities to ensure that it is filled in as required by the Convention.

Although the standards to be applied to discharges—that is, the amount of oil content permitted—is a matter for national regulations, the experts say that they were frequently asked to give a specific figure by port officers. They therefore suggest that IMCO should recommend the establishment of standards for discharges by the coastal Mediterranean States.

The experts forecast that most countries will move cautiously in putting their recommendations into effect because of the high costs of constructing new facilities. Nevertheless they believe that action should be undertaken without delay to put interim measures into effect.

For ship repair ports they suggest that ships should be required to complete tank cleaning in a suitably equipped port, which will provide a gas free certificate as evidence of clean and gas free tanks before coming in for repair.

In oil ports the Oil Record Book and ballast water of incoming tankers should be checked to verify that tank cleaning was done outside the special area or at the last unloading port. Otherwise the ship should not be allowed to deballast.



## Rationalization of UNCTAD

Opening the second session of the Ad Hoc Intergovernmental Committee on the Rationalization of UNCTAD's Machinery, Gamani Corea, Secretary-General of UNCTAD, pointed out that as an organisation, UNCTAD had two faces, so to speak. Its role was to be a source of new ideas and also to be a forum where concrete agreements were arrived at, decisions taken and arrangements adopted. "At all times", he said, "UNCTAD needs to retain the importance of each of these aspects which are inherent in its nature".

The enormous escalation of UNCTAD's workload was not inherently a negative development but a positive sign that more issues were brought before the organisation. Had there not been the decisions to establish a Common Fund, a code of conduct on the transfer of technology, a set of rules and principles on restrictive business practices, and a convention on international multimodal transport, the workload on UNCTAD would have been considerably reduced. However, the problem was not that too many issues had been brought before UNCTAD. It was that the negotiating process took an inordinate length of time and was not structured in an efficient manner.

The protraction of negotiations could be attributed not only to logistical limitations imposed on the secretariat and on delegations but also to substantive problems. He pointed out that the latter was inherent in the nature of negotiations whose aim, in many cases, was not to adopt a resolution but to arrive at a complex agreement, sometimes having a legally binding character or at least many aspects of a legally-constructed document. No matter how much one rationalized, time was needed before final results could be achieved.

In Mr. Corea's opinion, much faster progress could, however, be made if there were a greater degree of pre-conference preparation, exchange of views and consultations, not only between the secretariat and member Governments but also among the latter. At the moment, this process was minimal. Moreover, the secretariat should be equipped to play a more effective role in identifying issues and moving Government positions closer to each other, partly by maintaining closer contacts with capitals, so that the issues were more advanced when brought to the negotiating table.

The way in which issues were prepared prior to a negotiation on the part of Governments also left much room for improvement, Mr. Corea observed. It was no secret that, although the time allowed for negotiating exercises was relatively limited, a great deal of this time was taken up by the regional groups themselves in preparing their positions. "Actual interchanges between groups of Governments of a negotiating kind are getting less and less, and more and more time of negotiating conferences and other meetings is taken up within the Groups in their efforts to arrive at common positions. Usually it is only in the later stages of a conference that there are any effective exchanges of a negotiating character on the part of Governments."

"We are following a pattern", Mr. Corea said, "in which there is a plenary in which some general statements are made and then a long period of conference time is taken when the Groups are in caucus trying to arrive at common positions, and when these common positions are eventually

reached, we are at the concluding stages of the conference, No wonder that the process of negotiation and the final resolution of issues takes time."

Referring to another area where there could be improvements, Mr. Corea observed that, even with the best pre-conference work, it was only when a conference convened that one had the whole participation of member Governments including the representatives from capitals. "And one of often finds that the work done by Groups in each caucus prior to the conference has to be reopened in order to respond to the concerns and needs of the delegations accredited to the conference itself." This problem lay at the heart of a good deal of the delay and difficulty experienced in arriving at some kind of decision. A conference once adjourned could take six to nine months to reconvene, with the prospects of similar delays if further rounds were needed. In this way, a year or two could easily pass by "and in the meantime there is a chorus of complaints about the slow tempo of progress".

Turning to the UNCTAD Conferences, Mr. Corea observed that they had always enjoyed a high degree of visibility among the public at large. But, because of the high expectations raised, each of UNCTAD's major sessions had left behind an image of relative failure. Mr. Corea argued that this was partly because these sessions had, without exception, tried to deal with the difficult, the "gut" issues in international economic relations where the ability to come up with conclusions was limited. This did not, however, mean that "we should shirk trying to flag major issues. But perhaps we ought to adopt a different kind of procedure".

Often, Mr. Corea noted, the drafting of proposals on the part of regional groups took place once the Conference had been convened. At UNCTAD V, the final draft resolution on agenda item 8 was presented on the Thursday of a Conference scheduled to conclude on the Friday. "This kind of procedure", he said, "has a built-in guarantee of failure." He suggested that some mechanism be devised whereby proposals, at least in draft form, could be presented in their totality to the Conference before it convened, allowing sufficient time for Governments to know what these proposals were and to determine their positions.

A second suggestion was to reverse the traditional procedure whereby ministers and high-level personalities were present at the commencement of the Conference, made statements in the general debate, and thereafter left the work of the Conference—particularly the vital work of decision-making—to the delegation members which remained behind. "Would it be practical", he asked, "to have a procedure whereby the Conference begins at the level of senior officials in the first three weeks or so, with the senior ministers and other high-level personalities coming at the later stages when they could indeed make their general statements, but also be present when the final decision-making takes place?"

# International Maritime Transport in South America

## Summary and Conclusions from the CEPAL \* document(E/CEPAL/R.213/Rev.1) by Tomás Sepúlveda Whittle, Consultant

### Objective and content

The aim of this study is to give an overall picture of the situation of international maritime transport in South America, with particular emphasis on developments in Brazil and the countries of the Andean area: Bolivia, Chile, Colombia, Ecuador and Peru.

Chapter 2 discusses the main problems affecting shipping activity in the region: cargo imbalance, instability of some trades, inadequacy of regional tonnage, rising trends in Conference freights, port congestion and delays, excess of paper work and formalities, consular intervention in transport and trade operations and charges or taxes on freight.

Chapter 3 analyses the new technologies in shipping from the point of view of the fleet of vessels specializing in unitized transport, the use of containers, the trend revealed by containerization, the prospects of multimodal transport and bringing ports into line with the new technology.

Chapter 4 reviews shipping policy particularly the laws to promote and protect national Merchant Marines, commercial treaties with shipping clauses and the main agreements between shipping lines on cargo distribution.

Chapter 5 reviews specific cases of external co-operation in maritime transport and the shipping industry.

Lastly, Chapter 6 describes the development prospects of the national merchant marines of the countries under discussion and the possibilities of introducing new technologies into maritime transport with due participation of the countries as entrepreneurs and operators.

The annexes give information on the Andean countries and Brazil in connexion with the following topics, backing up what has been said in the text of the study: changes in shipping Conference freights and surcharges; existing legal provisions as regards shipping policy; and bilateral conventions on maritime transport.

### Conclusions

In brief, the following conclusions may be drawn from a review of the situation and prospects of maritime transport in South America:

(a) Maritime transport is fundamental for the trade, industry, development and the very life of the South American nations, which depend on the sea for over 90% of their trade and will continue to depend on this means of transport to a large extent because of their geographical situation and economic conditions;

(b) A series of problems of a material and institutional nature exist which conspire against the adequate development of transport by water and adversely affect the costs of moving goods and ultimately the economy of the countries;

(c) Among the problems of a material nature, mention should be made of the cargo imbalances between each

country's exports and imports, which prevents optimum use being made of the vessels, but which could be solved in part by the use of new technologies;

(d) Another adverse situation stems from the inadequacy of regional tonnage, particularly in certain types of vessel, which exposes the countries of the region to the risks inherent in war or the threat of armed conflict, apart from the fact that it signifies a drain of hundreds of millions of dollars every year for freights or charter fees paid to foreign vessels;

(e) The rising trend in Conference freights has an adverse effect on the economic of these countries, since it affects exports, by making it sometimes difficult to place them in the international markets, and imports by its detrimental effect on the nation's cost of living;

(f) Although the port problems of a material nature require substantial investments and time to carry them out, these investments are being made in so far as the availability of resources in the countries permits, while the major difficulties in the ports stem from institutional aspects and could be solved by the adoption of appropriate legal and administrative measures;

(g) Despite the recommendations and resolutions of the relevant international organizations, vessels and cargoes in maritime transport continue to be subject to an excess of paperwork and formalities which are not justified, the elimination of which would mean a saving in work and time for the authorities, the shipowners and for the users, with definite advantages for the national economy;

(h) The charges and taxes on freights and on port operations are excessive in some countries of the region, and sometimes turn out to be higher than the freight making it necessary to divert the cargo to another mode of transport;

(i) The tendency to use containers in South America is generalized, increasing and in some cases spectacular, but shows as a negative aspect the imbalance in containerized cargoes and, as a consequence, a large number of empty containers shipped and unshipped in the same ports, these being factors which run counter to an efficient use of unitized transport;

(j) Container transport constitutes a complex system, which not only involves these portable storage units and the vehicles which carry them but also the consideration of a series of aspects and potential problems, both infrastructural and institutional;

(k) Collective awareness is needed of the fact that it is indispensable to adapt the institutional aspects existing in the sector—which may be taken to be the legislation, rules, juridical, social and labour structure, the physical and organizational infrastructure, the documentation, procedures and even current uses and customs—in order to bring them into line with the new technologies in transport, so as to be able to take full advantage of them, and particularly secure the active participation of the region's governments and entrepreneurs in the process of world technological change in transport;

(l) The application of the new technologies in maritime transport offers evident advantages but also has various implications for the ports: the use of increasingly larger vessels makes the shipping companies reduce the number of ports of call to a minimum; deeper berthing-points are required with plenty of space for manoeuvres, while appropriate mechanization, operated and serviced by highly-trained personnel, is required;

(m) The best form of bringing the ports into line with the new technologies must be considered with due anticipation and when the big container ships—or LASH or Ro-Ro—are incorporated in the trade, a selection must be made so as to use them to service one distributor port per country and set up feeder services with the other ports on the same coastline;

(n) The developing countries require their own merchant marines, suited to their needs, in order to be sure of being able to carry at any time their export products and the goods they need to import, in order to save vast sums on freights and as a source of foreign currency; this is why all the South American nations have adopted measures to promote and protect their merchant marines;

(o) The prospects indicate that the South American merchant marines will continue to grow and will participate to an increasingly greater extent in carrying their own cargoes for trading purposes, and that the process of cargo unitization is irreversible and will impose itself in the region sooner or later—sooner rather than later.

### Suggestions

The information given in the text makes it possible to formulate the following suggestions:

(a) It would be advisable to make an integral study of import and export flows in the countries of the Andean Area, in order to become familiar with the situation of cargo imbalance by trades and be able to determine the possibility of making the most of the use of containers;

(b) It is necessary to set up technical units for freight registration and analysis—like those in Brazil and Mexico—so as to make studies of freight tariffs and maritime transport which will permit the decision-making authorities to be duly informed in a field of vital importance for the economy of the country;

(c) The creation of users' councils should be promoted—in those countries in which they are not duly organized—with the representation of all the sectors interested and the authority to negotiate with the shipping conferences on the basis of appropriate up-to-date information;

(d) It is considered indispensable to speed up the implementation of the Convention of Mar del Plata, adopted at the Second Inter-American Port and Harbor Conference (1963), and the application of LAFTA resolution 254 (IX) on standard shipping documentation, adopted at the Ninth Session of the Conference of the Contracting Parties of the Montevideo Treaty (Caracas, 1969)

(e) It is considered urgently necessary and most advisable to abolish consular intervention in trade and maritime transport operations, as has been done in air transport and as has been recommended by all the pertinent international organizations;

(f) It would be advisable to hold a meeting of inter-governmental experts to endeavour to rationalize freight charges and taxes in Latin America;

(g) Lastly, it seems useful to pool the efforts of OAS, CEPAL and UNCTAD in a joint study of the problems affecting transport and trade in Latin America, by holding a seminar on facilitation with the participation of experts of these organizations, government representatives and officials of the carriers and users.

\* \* \* \* \*

The opinions expressed in this document are the exclusive responsibility of the author and may not coincide with those of CEPAL.

\* CEPAL: Comisión Económica de las Naciones Unidas para América Latina (United Nations Economic Commission for Latin America (ECLA))

## ICC program against marine fraud

During a Conference organized by the Club of Dakar in Bordeaux (France) the problem of marine fraud was the subject of a presentation made by Mr. Christopher W. Rees, director of the Transport and Trade Facilitation Department at the International Chamber of Commerce.

"During 1979, although exact figures are not available, it has been said that an average of three frauds a month occurred, each involving a loss of over US\$ 1 million.

"Although as a percentage of the value of all international seaborne trade transactions, the incidence of marine fraud would not be considered high, the problem is very serious, appears to be increasing and if not checked will seriously undermine the whole system of maritime trading", Mr. Rees said.

This is why the ICC which brings together all the parties involved in international trade has proposed a practical "anti-fraud" programme, some of which it would itself enforce.

"Firstly", Mr. Rees said, "we shall be issuing in the very near future a Guide to the prevention of marine fraud" which will recommend precautionary measures to the different parties to avoid be caught in instances of fraud.

"Secondly, we shall hold a series of specific Seminars on fraud prevention, starting next April in the Middle East, and are prepared to offer this type of Seminar to any country that so wishes it", Mr. Rees continued.

"Thirdly, we are looking into the feasibility of setting up an International Maritime Bureau the object of which would be to collect and collate information on incidents of marine fraud, to advise all parties on preventive and remedial action and to investigate specific incidents of fraud at the request of one of the parties involved", Mr. Rees revealed.

"The ICC will be making a full presentation of its programme in early June to the Council of the Intergovernmental Maritime Consultative Organization (IMCO), with which we intend to work in close cooperation".

## Publications

1. **"Guidelines on the Provision of Adequate Facilities in Ports—Part II Residues and Mixtures Containing Noxious Liquid Substances, February 1980"**

Sales No. 80.03.E price £1.25 (English);

Sales No. 80.30.F (French)

IMCO Secretariat,  
Publications Section,  
101-104 Piccadilly,  
LONDON W1V 0AE

2. **"Maritime Cargo Loss Prevention"**—Handbook for Port Executives, Terminal Operators, Law Enforcement Shippers, Insurers and Related Rail and Motor Carriers (October 1979 Final Report Volume 1)

**"Maritime Cargo Loss Prevention"**—Maritime Cargo Security ADVISORY GUIDELINES (October 1979 Final Report Volume 2)

Prepared by COOPERS & LYBRAND, One Bush Street, San Francisco, CA 94104

Prepared for U.S. Department of Transportation,  
Office of Transportation Security, Research and  
Special Programs Administration, Washington  
D.C. 20590

Document is available to the U.S. public through the  
National Technical Information Service, Springfield,  
Virginia 22161

3. **"Report of the International Study Commission on the Standardisation of Roll-on/Roll-off Ships and Berths 1978"**—Supplement to Bulletin No. 33 (Vol. II/1979) of the PIANC

**"Standards for the construction, equipment and operation of yacht harbours and marinas with special reference to the environments"**—Supplement to Bulletin No. 33 (Vol. II/1979)

General Secretariat of PIANC:  
Residence Palace, Quartier Jordaens,  
rue de la Loi 155, 1040—Brussels, Belgium

4. **"Bulk Trade, Transportation and Handling"**—A Review of Seaborne Dry Bulk Trade Development and Prospects 1970-1985

Price £70 or \$155 each, inclusive of postage and packing via airmail

Book distribution dept., C.S. Publication Ltd.,  
McMillan House, 54 Cheam Common Road, Worcester  
Park, Surrey KT4 8RJ, England  
Tel: 01-330 3911 Telex: 8953141

## MARAD port expenditure survey

(AAPA Advisory): The U.S. Maritime Administration has released its port development expenditure survey. The report presents and analyzes capital expenditures for marine terminal facilities by public ports in the United States for the period 1973-1978 with projections through 1984. The more recent data combined with that from earlier surveys gives a picture of port capital investment since 1946.

Key findings of the survey include the following:

- U.S. ports spent \$5 billion on new and modernized pier and wharf facilities from 1946 through 1978, of which \$1.6 billion was spent between 1973 and 1978.

- Some \$3.4 billion will be spent by ports for cargo-handling facilities from 1979 through 1983.

- Despite increased expenditures for containerization and other unitized forms of cargo handling, construction of new and modernized break-bulk general cargo facilities is continuing.

- The North Atlantic region leads the country in total port investment since 1946, but has lost ground relatively speaking in the past five years to the Gulf, South Atlantic, and Great Lakes.

- Ports are turning away from general obligation bonds for development financing and turning increasingly to revenue bonds, and reinvestment of port revenues.

Proposed expenditures over the 1979-1983 period breakdown as follows (000's omitted):

Conventional General Cargo	\$ 301,661	9%
Specialized General Cargo	852,058	25%
Liquid & Dry Bulk	2,217,837	66%
<b>TOTAL</b>	<b>\$3,371,556</b>	<b>100%</b>

The totals underscore the continuing emphasis on containership terminal modernization and construction, particularly in the South Atlantic (Wilmington, Charleston, Miami), the Gulf (New Orleans and Houston), and the Pacific Coast (Long Beach, Los Angeles, Seattle, and Oakland). These nine plus the Port of New York and New Jersey account for 64 percent of all proposed expenditures for facilities of this type. Regarding proposed expenditures for liquid and dry bulk, it should be pointed out that some \$1.2 billion would be for the Texas Deepwater Port.

## Ocean dumping suit in the U.S.

(AAPA Advisory): The National Wildlife Federation has filed suit against the Environmental Protection Agency opposing its extension of the use of dredged material ocean dumping sites. NWF claims that in extending the interim designation of the disposal sites beyond the January 11, 1980, expiration date, EPA has violated provisions of the "Ocean Dumping Act," as well as the international treaty on ocean dumping.

As background, when EPA issued final ocean dumping regulations and criteria on January 11, 1977, 131 "interim" dredged material sites were listed. EPA gave itself three years to study the use of these sites until they could be formally designated under provisions of the Ocean Dumping Act. In most cases preparation of environmental impact statements for these sites is necessary. When the three-year period expired on January 11, 1980, only one draft EIS had been completed (the Hawaii dredged material site). EPA issued rules in the January 16, 1980, Federal Register extending the site designations. This extension prompted the NWF suit.

In order to settle the issue, NWF is calling for EPA and the Corps of Engineers to, among other things: (1) Limit the extension to only those sites which must be used during the study period (59 sites were used in 1977 and 1978, of which 21 sites receive 75 percent of all dredged material dumped in the ocean). (2) Set specific time limits for the final EIS and formal designation of each site. (3) Even if EIS's and site designation are impossible to accomplish under the original three-year period, submit a written assessment of each site in relation to international and domestic ocean dumping criteria.

Another problem with the study of ocean dumping sites is money. Approximately \$6 million will have been spent through 1980 on these studies. This apparently was not enough to get the job done. NWF claims \$30 million would have been more realistic. AAPA's Ad Hoc Dredging Committee is considering a recommendation to the U.S. Coordinating Committee that AAPA lobby Congress to increase appropriations to the Corps for these studies.

### **Brazilian ports news in brief**

- President João Figueiredo inaugurated recently the Terminal for Liquid Bulk Cargo, second stage of the Port Complex of Aratu.
- The main points emphasized by engineer Pedro Batouli, when taking over the direction of Companhia Docas do Rio de Janeiro, were the re-equipment and the dynamization of the ports of the State, the conclusion of the works of the Port of Sepetiba and the incentive to a more human policy for the labourers.
- In 1979, the ports of Recife, Rio Grande and São Francisco do Sul started to be dredged by Companhia Brasileira de Dragagem, which foresees the dredging of 12,035,440 m<sup>3</sup> of material from the basins and access channels of these ports.

### **No criminal charges laid against Toronto dock workers in 1979**

Not a single criminal charge was laid against any member of the work force engaged in the handling of overseas cargo at the Port of Toronto during 1979, said Ernest B. Griffith, general manager of The Toronto Harbour Commissioners, in his annual report released recently.

In his review of 1979 Mr. Griffith quoted from an annual report written by Robert Cornish, Chief of the Toronto Port and Harbour Police.

Chief Cornish also pointed out that again last year there was "no seizure of illegal drugs in our overseas cargo operations, permitting the cautious opinion that the Port of Toronto is still not considered a viable avenue of movement by those engaged in the international drug trade."

On the waterborne side of policing, the Harbour Police responded to 1,410 calls for service in 1979. Of these, 927 involved personal or property distress in which rescue or assistance was provided to 1,368 persons, Mr. Griffith noted.

### **Saint John unveils the port's master plan for the 1980's**

The master plan called for a major upgrading and expansion of the west side port area, including a \$29-million reconstruction of berths and the shed at Piers 13 and 14 and construction of three new berths and sheds south of the CN Marine ferry terminal, are proposed in a Master Plan for the development of the Port of Saint John through 1990.

The reconstruction work at Piers 13 and 14 is recommended for 1983 and 1984, while the new berths and sheds will be built in the latter part of the decade.

Other major recommendations included in the Master Plan include:

- Construction of a \$26.5-million multi-user bulk terminal in Courtenay Bay in 1980-81;
- A \$3-million realignment of road and installation of a

roll-on and roll-off ramp at the Rodney Container Terminal in 1980-81;

- A \$2-million realignment of rail tracks, roadways and paving of the shed area at Berths 11 and 12 in 1982-83;

- A 5.2-million construction of a shed and additional land reclamation at Long Wharf between 1983 and 1985;

- Construction of a \$3.2-million shed at Pugsley South in 1981; and

- Extension of the Board Street Wharf at a cost of \$2.7 million.

### **Project team for the development of commercial fishing facilities formed: Port of Los Angeles**

In keeping with the multi-million dollar Port Master Plan for the Port of Los Angeles, the Los Angeles Board of Harbor Commissioners recently approved the start of a planning program for the improvement and expansion of commercial fishing facilities.

A Harbor Department team under the leadership of project manager Pete Mandia and an advisory committee will be responsible for formulating a development plan. The committee, similar to one used successfully in the proposed West Channel/Cabrillo Beach Recreational Complex, will be composed of members of fishermen's associations, canneries, fish markets, city and state agencies, and other groups with a vested interest in commercial fishing.

Commercial fishing areas such as Fish Harbor, the Municipal Fish Market at the foot of 22nd Street in San Pedro and the S.P. Slip near Ports O'Call Village will be included.

The Port's facilities will also be modernized in preparation for anticipated expansion resulting from the 220-mile seaward extension of protected U.S. fishing under the Fishery Conservation and Management Act of 1977.

### **APL container terminal changes from straddle carrier to a chassis operation: Port of Los Angeles**

The Los Angeles Board of Harbor Commissioners recently gave its approval to American President Lines, Inc. for modifications converting the APL container terminal from straddle carrier to a chassis operation.

The terminal modifications are the final stages of a \$480,000 remodeling project which began in early December, all at APL expense.

The more modern chassis configurations of the terminal will increase efficiency at the busy terminal which handles between 400 and 450 containers in and out daily.

### **Port of New York to add a \$100 million luxury passenger ship**

The construction of a new \$100 million luxury cruise ship designed especially for an innovative service between the Port of New York and the Bahamas, with a connecting service to Miami, was announced jointly recently by The Port Authority of New York and New Jersey and DFDS Seaways of Copenhagen, Denmark, one of the largest passenger ship companies in Europe.

At the same time, the contract for construction of the new vessel, which is expected to begin service in mid-1982, was signed at ceremonies in the World Trade Center, (Continued on next page bottom)

# Municipalities, Private Interests and Port Authority team up to revitalize New York-New Jersey Waterfront

For more than 300 years, the New York-New Jersey port was the region's major economic asset. The inner harbor was alive with busy cargo and passenger vessel piers, surrounded by related commercial facilities, many of them manufacturing firms using these piers and ships for the transportation of their goods. Residents had access to the waterfront on the ferries and excursion boats that criss-crossed the waterways.

Today, much of that waterfront, still a potential and actual prime economic resource to the region, has fallen into disuse. Of the 750 miles of shoreline along the major harbor of New York and New Jersey, the so-called "inner harbor area"—75 miles of waterfront along the East, Harlem, Lower Hudson Rivers and Upper New York Bay—is the most seriously affected. Abandoned piers, vacant railroad yards, half submerged hulks, and dumped garbage form a literal blight on what could and should be a source of visual pleasure and economic health. The cost of such neglect comes high: lost jobs, lowered per capita income, reduced spending, and lost tax revenues. Neighborhoods adjacent to these rundown riverfront areas have become textbook examples of urban decay.

With the convening of the Congress for Regional Recovery in June 1979, public attention was focused on a number of regional concerns, a prime one of which was this damaged resource. San Francisco, Oakland, and San Diego in California; Toronto in Canada; Boston, Massachusetts; and Baltimore, Maryland provide excellent examples of how abandoned, deteriorated waterfronts can be transformed into viable, esthetic and productive urban environments. Struck by the success of these cities, congress participants felt that New York-New Jersey, as an economic center with substantial technological and governmental resources, should be able to do the same sorts of things.

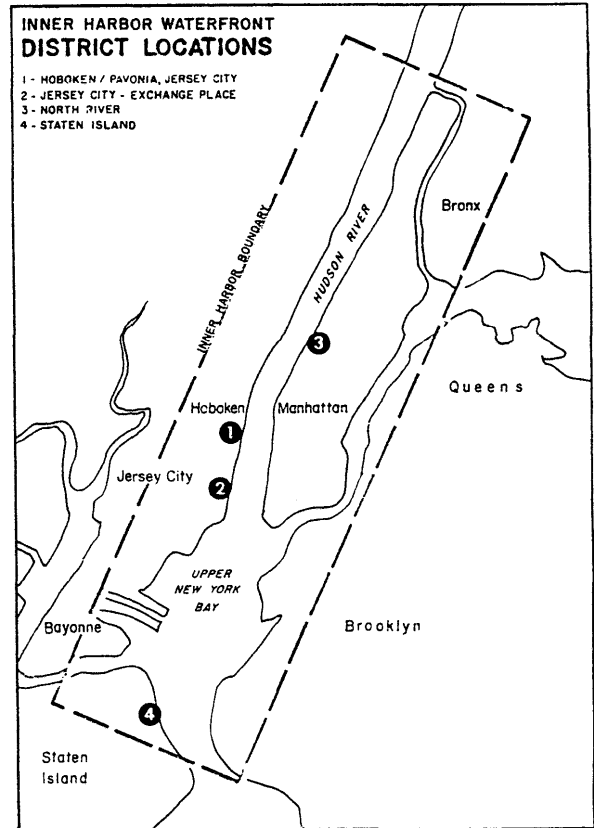
(Continued from page 27)

attended by Port Authority Vice Chairman Robert F. Wagner, former Mayor of the City of New York; Port Authority Executive Director Peter C. Goldmark, Jr.; and Bryan Walker, Managing Director of DFDS Seaways.

"This great new ship and cruise service highlights New York's continued position as one of the Nation's major gateways for pleasure cruising and passenger ship travel," said Port Authority Vice Chairman Wagner. "This represents a significant boost for our waterfront economy. Some \$30 million in jobs and support services will be generated by this new cruise service."

The new vessel will have a capacity of some 1,600 passengers and will have the added feature of carrying 400 private automobiles. Annual passenger volume of about 150,000 is expected to increase by 40 percent the number of passengers using New York City as a cruise port.

The new ship will be 604 feet in length and have an 87 foot beam. She will have a draft of only 22.5 feet, modern stabilizers and twin bow thrusters.



Accomplishing this in this region, with its varied character and population and its multiplicity of governmental entities, requires intensive cooperation among involved interests. Recognizing this, the congress recommended in its final report that public and private entities in the entire region, with the Port Authority as a logical lead agency, commit their imagination, resources, and cooperation to projects that will return the region's waterfront to public access, commercial use and economic health.

Planning for the redevelopment of a 750-mile waterfront is realistically impossible if results are desired. The region's total harbor area represents more linear miles of waterfront than all of Philadelphia, Toronto, Oakland, San Diego, San Francisco, Baltimore and Boston combined. To bring the number of sites and size of the target area to something workable, Port Authority strategy began with identification of four sites within the most deteriorated area, the Inner Harbor waterfront, outlined in the accompanying diagram, "Inner Harbor Waterfront District Locations." These areas were chosen not as definitive sites for specific development, but rather as reasonable targets where development studies made in cooperation with local municipalities, the two states, and private interests might yield "do-able" programs.

The opening steps in this work have already been taken. Working side-by-side with mayors and other municipal officials in three inner harbor cities, the Port Authority is



assessing the marketability and feasibility of carefully scaled, mixed-use development of portions of this region's most neglected asset. These potential uses for the waterfront include: marinas and residential complexes, restaurants and shops, recreational facilities, parks, and commercial developments that generate investment and jobs.

A prime example of waterfront development already in process is the Liberty State Park project in New Jersey. To date, some 35 acres out of a total 600 have been developed to provide an extensive outdoor recreation area with a dramatic view of the Statue of Liberty, Ellis Island, Manhattan, and the Brooklyn and Verazzano Narrows Bridges. Though development thus far has been confined largely to passive park use, it is hoped that a focused approach to the total waterfront may result in more multi-use developments as well.

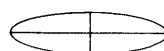
New York City's Ports and Terminals Commissioner, Susan M. Heilbron, recently announced that the city is seeking proposals for a major multimillion dollar development on a 30-acre site between 16th and 24th Streets on the East River that will combine landscaped recreation areas, marinas, residences, and a waterfront esplanade. The request for proposals was developed by an interagency task force which established guidelines to foster public access to the waterfront, a diversity of activities, and a well designed site compatible with both the natural setting and the adjacent neighborhood. The city's economy is expected to benefit from the creation of jobs and revenue. Proposals are due in the spring and a developer is expected to be named by early summer 1980.

The South Street Seaport Museum is planning a dramatic development for Lower Manhattan's East River, involving the State and City of New York and a private developer, that will put a \$210 million new face on an area that now includes the Fulton Fish Market, old buildings, and unused piers. With the use of both the old and the new in construction, the project will encompass a new office/hotel complex, a shop mall, restaurants, and an area devoted to food oriented enterprises. This interweaving of on-site buildings with new construction, seen in San Francisco's Cannery and Boston's Faneuil Hall, is also envisioned for the old Hoboken-Erie Lackawanna railroad terminal. The huge, gargoyle decorated, copper facade building was recently granted landmark status and some \$5 million to preserve its historic exterior. Still the country's fourth busiest railroad passenger terminal, it is being jointly studied by the City of Hoboken, the New Jersey Department of Transportation and the Port Authority to determine how its unique design, character and importance as a terminal can be combined for waterfront revitalization on a mixed use model.

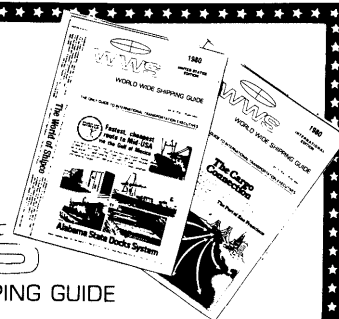
Roosevelt Island is another example of a multiple (though largely residential) use of a waterfront area, and there are individual private developments on both sides of the Hudson River—such as the River Cafe restaurant at the base of the Brooklyn Bridge; the Binghamton, a former ferryboat converted to a floating restaurant in Edgewater, New Jersey; and the newly announced, New York City promoted waterfront restaurant and public access area to be located on the East River opposite the United Nations.

For many years, the waterfront was recognized as the region's most valuable asset. The past few decades, however, have seen changes that have caused it to be viewed, often quite literally, as a liability. That perception can and

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is being changed. Studies, plans and actual projects are now being undertaken to transform the waterfront from an eyesore into something to capture the enthusiasm of residents and attract public and private investment. A regional approach, begun by the Congress on Regional Recovery and continued by the Port Authority's carefully focused waterfront redevelopment program, can insure that the exceptional potential of the bi-state waterfront will be full realized for all concerned.

### **Total value of trade marks an all-time high: Port of New York-New Jersey**

The Port of New York-New Jersey's foreign oceanborne general cargo trade rose by 3.6% last year to 16,276,977 long tons, its third highest volume since the World War II year of 1941, despite the effects of an 88-day tugboat strike that severely curtailed cargo operations for most of the second quarter.

At the same time, the total value of oceanborne trade, both general cargo and bulk, reached an all-time high in 1979 of \$40.6 billion, up 11.4% from 1978, according to an analysis of the Port's foreign trade and its dollar value issued recently by Alan Sagner, Chairman of The Port Authority of New York and New Jersey.

The value of exports rose 15.8% to \$13.9 billion, and import dollar values were up 9.3% to \$26.7 billion in 1979.

"The Port's oceanborne general cargo position, especially in exports, which surged ahead 13.1% to 6,001,880 tons in 1979, was most gratifying," Chairman Sagner said. "While general cargo imports edged downward slightly, down 1.2% from 1978 to 10,275,097 tons last year, this easing was in line with the national trend," he added.

### **"Steel supermarket" in service: Port of Oakland**

The Port of Oakland recently completed a project for the expansion and improvement of its Ninth Avenue Terminal, the major steel import center for Northern California. The new expansion is in keeping with the continuing increasing demand for terminal facilities to handle steel products.

Thomas L. Berkley, President of the Oakland Board of Port Commissioners, said that the terminal's expansion was an expression of the Port's confidence that imports of steel will continue to grow substantially. The expansion also provides additional facilities for certain break-bulk commodities.

Completed at a cost of \$500,000, the new facilities include heavy asphalt pavement of an additional nine acres of storage yard. Improvements were also made to the terminal lighting and access roads.

Covering an area of 24 acres, the terminal is served by a deep-draft channel, a 177,000-square-foot transit shed, three berths, and five mobile cranes.

This modern facility can accommodate the entire range of steel products and can be considered a "steel supermarket" for all of Northern California because every type of steel product is handled there.

### **Tonnage growth continues: Port of San Diego**

Revenue tonnage shipped through the Port of San Diego during 1979 was up 17.6% from 1978, to a total of

2,104,041 metric tons. While good volume was reported for most cargoes, particularly bulk shipments, copper concentrate exports and inbound finished cement were significant contributors to the increase.

Inbound shipments amounted to 1,355,160 tons, 64% of the total. Outbound shipments totaled 748,881 tons.

Most cargoes moving across Port docks are expected to continue at approximately their current levels. Wheat, cement, coke, and copper concentrate appear to be the best prospects for increased tonnage during 1980.

To accommodate the expected growth, consideration is being given to the construction of more bulk storage capacity at Tenth Avenue. In addition, plans are underway to build a 200,000 sq.ft. warehouse on the National City terminal to provide space for some of the general cargo displaced from Tenth Avenue, as that terminal handles increasing amounts of bulk cargo.

### **Higher productivity boosts Southampton tonnages**

Improved productivity has helped the British Transport Docks Board's port of Southampton to increase its annual business by well over a million tonnes.

Figures released recently show that the total traffic handled by the port in 1979 was 26.3 million tonnes, 1.3 million tonnes up on the previous year's figure.

Container and other unit loads handled at Southampton increased by 17 per cent to 375,000 units, and at berths 204/5/6 an improvement of no less than 40 per cent in the container handling rate was achieved during the year.

Mr. John Williams, the BTDB's Port Director at Southampton, attributes the increased productivity to improved working practices, better management techniques, and better industrial relations.

Commenting on the results, Mr. Keith Stuart, Deputy Chairman and Managing Director of the British Transport Docks Board said: "The increase in traffic in 1979 completes a decade of expansion for the port. In the last ten years Southampton has boosted its cargo tonnages (excluding oil) by more than 300 per cent, and has diversified into important new areas of business. The improvement in industrial relations in 1979 provides a sound base for further growth in the 1980s."

### **BTDB chairman comments on private capital proposal**

The Chairman of the British Transport Docks Board, Sir Humphrey Browne, CBE, has been asked by the Minister of Transport to explore possible ways of introducing private capital into the Board's undertaking.

Commenting on the Minister's request, Sir Humphrey said: "I welcome confirmation that the Government do not intend that there should be any fragmentation of the Board's business. I shall be pursuing the Minister's request in the context of private equity being introduced to a maximum of 49 per cent. After consultation with the Unions—and I have written to the members of the National Joint Consultative Council requesting an early meeting—it will be for the Board to consider what potential benefits might arise from the introduction of private capital."

# Port of Bordeaux' policy since 1970

1. The Port of Bordeaux had, in the 1960–1970 decade, most of its facilities along the upper stretches of the estuary, water transportation for cargo in seagoing ships, at that time, being more economic than overland transportation. Thus there was every interest in bringing freight as far inland as possible by boat: The Left Bank Quays, The Enclosed Docks, Queyries, Bassens and Ambès port facilities made it possible therefore for the Port of Bordeaux to claim that it brought the Atlantic right in to the heart of Aquitaine.

2. Two major phenomena appeared in maritime transportation during the decade: the first concerned the size of vessels, the second the modifications made to ships in order to improve handling operations in port.

a) The increase in the size of ships carrying homogeneous cargo (petroleum products, coal, phosphate, ores, grain).

The cost of maritime transportation diminishes with the increase in the size of ships, but the latter, because of the deeper draughts can not navigate the estuary. It is therefore necessary to accommodate them where deepwater is found, in other words at Le Verdon, on the lower reaches of the estuary, where an oil berth for the reception of petroleum products was built on the ruins of a jetty for passenger liners built in 1936 and destroyed towards the end of the war in 1945.

b) The introduction of new types of ships, for carrying cargo specially adapted for port handling. The "technical complications" involved in this adaption increased the running costs to such an extent that the cost of maritime transportation up the estuary became more expensive than the overland transportation costs, so that the vessels themselves had every interest in loading and unloading their cargo as close to the coast as possible, thus at Le Verdon.

These specialized ships are:

- for all types of general cargo: containerships and/or ro-ros.
- for specific cargoes: carriers catering specially for cars, paper reels, timber or bagged goods, etc. . . .

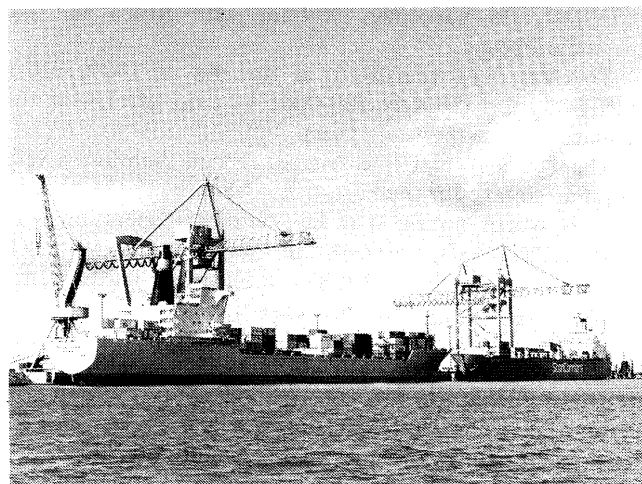
## LE VERDON

Following on from the technical surveys and studies required, the Port of Bordeaux began the construction in 1973 of two berths for containerships, roll-on/roll-off vessels and other specialized cargo carriers, equipped for handling with two gantry cranes, which were brought into service in 1976/77, whilst France's first container handling berths were brought into service at Le Havre and Marseilles in about 1970.

The work involved very heavy investment by the port, despite the grants it was given:

- from the State (Direction of Ports), for its legal part in works of infrastructure,
- from the DATAR (Direction of Regional Development)—for the purchase of the container gantry cranes—
- from the "Département" of the Gironde (county),
- from the Regional Public Services.

The Port raised in loans between 1973 and 1977, for the



During the second quarter of 1981, a third gantry crane is to be added to the equipment at Le Verdon's container terminal, which is also to have a linkspan of axial ramp roll-on/roll-off vessels early this year, 1980.



The quays at Bassens-aval are to be renewed in 1980. The length of the deep water quays is to be extended to 1 500m (+400m) and the back-up land developed over an area of some 10 hectares (25 acres) when the Ambès road is re-routed.

port at Le Verdon, half the total sum which was approximately 200 million French Francs, thereby doubling its total debt incurred by loans made over the past twenty years.

But the Port was right to build Le Verdon, despite the financial consequences, since:

- 1 - it has regained a part of the traffic which it lost to other French ports equipped to handle containers, (in

particular to the U.S.A.);

- 2 - it has been able to attract new regular line services, (especially in the Australian trade);
- 3 - it has, moreover, held traffic which it would have lost, (in particular its trade with Africa and the Caribbean).

This has been translated, at the end of 1979, into a traffic of approximately 400 000 t. or a rise of +18% in the tonnage over the past two years.

The Port's regular line services remain therefore a very major advantage for the Port of Bordeaux.

It is worth noting that Le Verdon is operational 24 hours a day, 7 days a week and that general cargo vessels encounter no problems of tidal restrictions on berthing, nor do they have to negotiate any locks.

Equally, Le Verdon has made it possible for the Port of Bordeaux to remain in the small cluster of "modern ports".

4. However, during the construction of Le Verdon and because of it, there was a delay in the redevelopment of the up-stream facilities to cater for the evolution in the vessels calling there, (wider beams, deeper draughts) and to the handling techniques related thereto, (cranes with longer reaches).

And so, following immediately on from the termination of the first phase in Le Verdon's development, the Port of Bordeaux undertook the modernization of the up-stream facilities it was possible to transform. This work represents a further capital outlay of some 100 million French Francs.

## BASSENS-AVAL

= the Redevelopment Plan for Aquitaine, makes it possible, through State aid, to fill-in an area of some 400 m. where the Bassens quays were only accessible to vessels drawing 6 m, thereby creating a continuous frontage of 1,500 m. catering for vessels drawing 10 m.

= the Gironde Department has undertaken to deviate the local road, the C.D.10, linking Bordeaux and Ambès, behind the Bassens-aval quays, thereby providing nearly 400 m. in width of additional land in the port sector along a stretch of about 1,000 m.

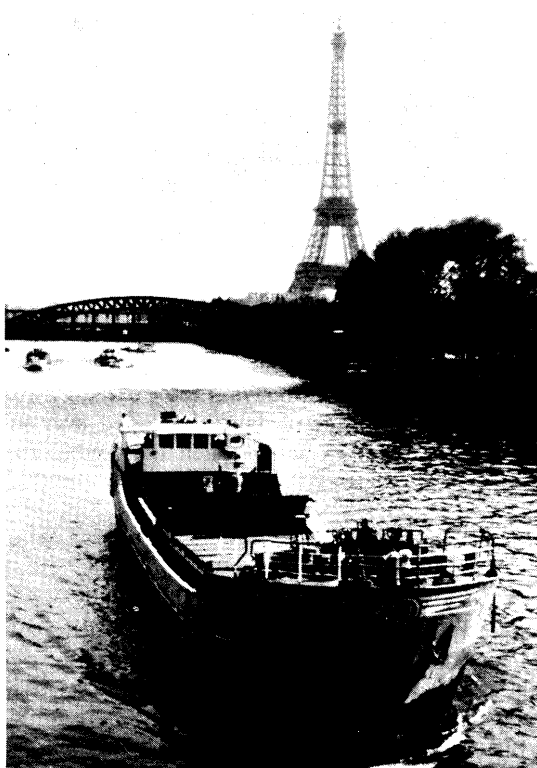
= the P.B.A. who will redevelop the land, (demolish small sheds bordering the quay and build new modern sheds at a more convenient distance from the edge of the quay), increase the storage areas, bring into service modern cranes.

## BASSENS-AMONT

The useable width of the storage areas to the right of the bulk products unloading berths, is being extended to the more suitable distance of 400 m. by the acquisition of land (Puy Pelat), on the other side of the C.D.10, which will be linked by an overhead conveyor belt, across the road, to the storage areas within the port zone, in order to meet the increase of imported bulk products, (notably coal).

5. The Port of Bordeaux-Le Verdon, a bi-focal port, (facilities upstream and at Le Verdon) is not neglecting either of its modernized focal points, since at the same time, it is to extend Le Verdon, thanks to the Redevelop-

(Continued on page 34)



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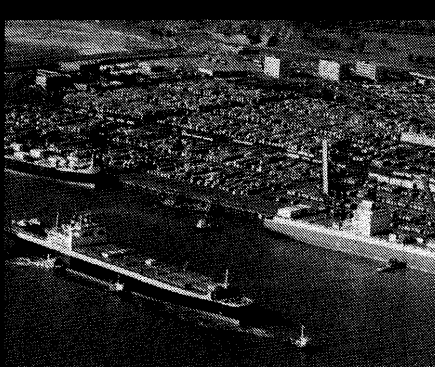
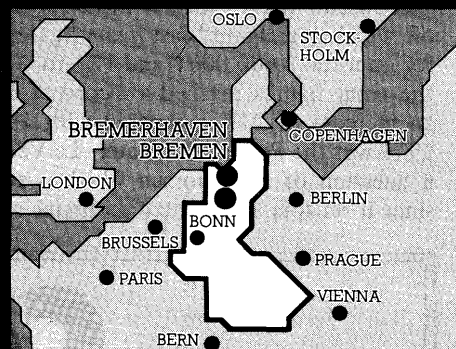
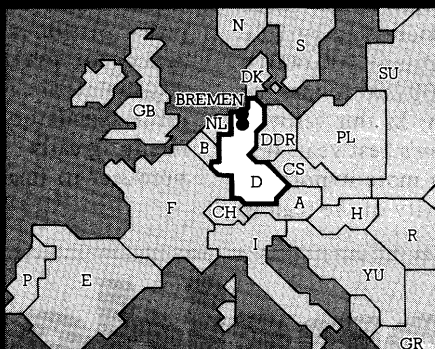
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(Continued from page 32)

ment Plan for Aquitaine and the Plan for the South West, to meet the success of Le Verdon, where large size containerships and roll-on/roll off vessels call, (the largest ro-ros in the world fleet with lengths of 250 m call there every 10 days and frequently it accommodates containerships which are also amongst the largest in the world and known as third generation containerships, nearly 300 m. in length, with a capacity of 2,500 containers).

Through these plans, the length of the quays at Le Verdon is to be extended to nearly 600 m. and a third gantry crane for container handling is being ordered and will be delivered in mid-1981.

### 1979: A good year for the Port of Bordeaux-Le Verdon

With a total throughput of around 14,000,000 metric tons, in 1979, the traffic of the port of Bordeaux-Le Verdon has increase by more than 18% compared with 1978.

Oil went up by 10% on the 1978 figures reaching nearly 10,000,000 tonnes. But it was above all traffic other than oil which highlighted last years figures: increasing by 27% for imports (2,600,000t) and 12% for exports (1,400,000t), the total figures reached a record of 4,000,000 tonnes, or an increase of 21% compared with 1978. In this respect, 1979 was the Port of Bordeaux-Le Verdon's best year. It is a question of a phenomén which is even more important, since it reflects, in part, the economic activity of the region.

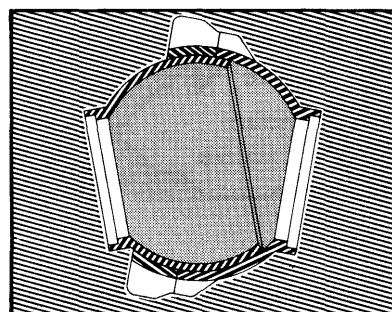
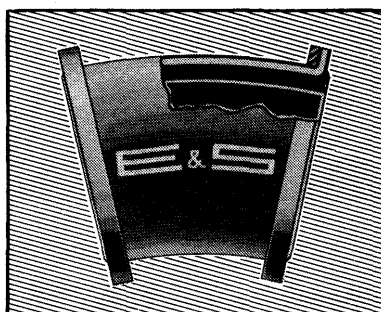
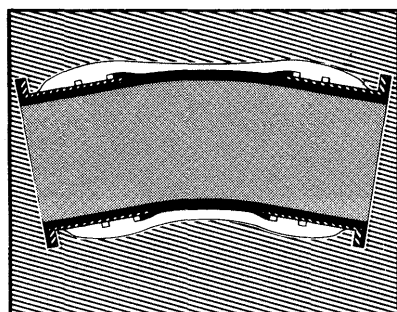
The container and ro-ro terminal of Le Verdon has seen its third year in service. Since it was commissioned, it has handled more than a million tonnes of cargo.

In 1979, alone, the terminal traffic was 410,000 tonnes; a progress compared with 1978 of a not negligible +33%. Imports reached a good "score" (190,000t) and increased by 45%. As for exports, they reached a record tonnage of 220,000t (+25%).

### Standard-size pallets better than containers: Fruit-trade experts

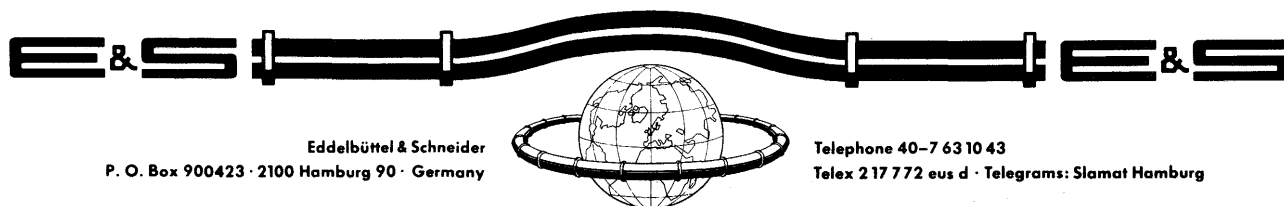
The call by the fruit-trade for pallet-standardization is understandable, considering that 43 million tons of fruit and vegetables are still being handled annually in the European Community and transported in a multiplicity of receptacles of various measurements and weights. Spokesman for the most important fruit and vegetable importers, the Scipio group, Erwin Stier: There should only be 300 x 400 mm and 400 x 600 mm exchange pallets. The Economic Commission for Europe's receptacle-measurements of 500 x 300 mm are, with reservations, also suitable to the Euro-pool exchange-pallet—as is also the 1,000 x 1,200 mm pallet. 80 nations have agreed to such packaging standardization for international-transportation of fresh fruit and vegetables. The recommended measurements should now be made mandatory for the EEC-area, in that other measurements greatly hinder the transportation fluidity from producer to final-distributor, direct from pallet. Stier: Even

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containers give rise to additional-handling, broken-stowage and additional expense—with the exception, in special circumstances, of reefer-containers.

For the 'eighties, the fruit-trade anticipates pallet-suited reeferships—and the new fruit-transporters of the Salén shipping company are pointing the way. Ship-size here plays a decisive rôle. Only if, with the volume of transport, a shuttle-service is feasible from, at best, just one loading and one discharging port, can the rationalisation effect of palletised trade, on the one hand, and the requisite investment for this unbroken transportation chain, on the other, be brought into equilibrium.

Suitable port-handling facilities were named by Stier as being spacious, pallet-shelf equipped, sheds in which suitable localised conveyance appliances can operate. Essential for a port, functioning as a fruit-handling location are, furthermore, pallet-shelf, reefer warehouses on deep-water berths. The Bremen/Bremerhaven port-group sets a good example, with its 68,000 sq.m. heatable sheds and 13,000 sq.m. reefer space. Fruit-handling on the Weser has had a correspondingly positive development.

### **Captain's room offers valuable service: Port of Amsterdam**

The Kapiteinskamer (or Captain's Room) recently opened on the ninth floor of the Havengebouw is designed to simplify communications throughout the Port of Amsterdam, and at the same time, promote safer and easier

shipping, according to members of the harbor-master's staff.

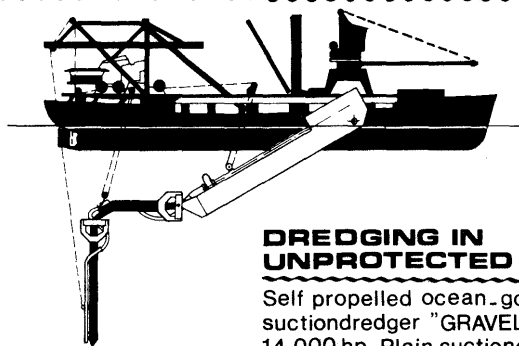
Information regarding shipping, coordination between ships and the port's service sector, documentation such as port dues and statistics, and traffic control are just a few of the duties within the scope of the personnel at the Kapiteinskamer. There are many others as well. In cases of disaster, for example, the Kapiteinskamer is warned directly and serves as a link between the authorities and the incident.

Equipped with the most modern apparatus, the nerve center of the operation is a six-meter-long administrative desk which is manned 24-hours, a day, every day of the year. Automatic telephone connections provide direct contact with most major port installations, shipping agents and other authorities, and all verbal communications are tape-recorded with a time-reckoning device.

Above the table, a lighted map of the port illustrates details of ships tied to buoys, plus the locations of dangerous cargoes and temporary obstructions. In another area, automated slide projections provide visual coverage of all sections of the port and its basins.

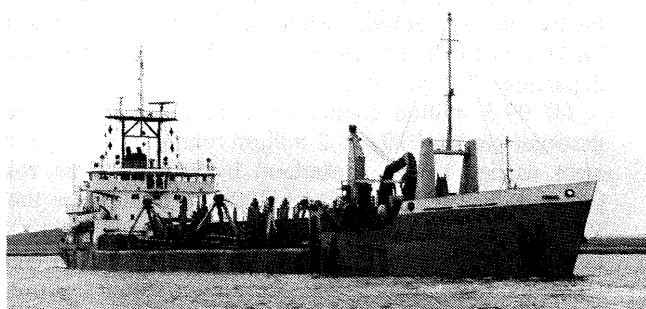
This valuable service is not only for Amsterdam, but for the entire region including the North Sea Canal, the Amsterdam-Rhine Canal and the IJsselmeer.

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# Ecological impact of the Delta project in the Netherlands (Summary)

(From "Land + Water International" 40/1979): Man's influence, in the south western part of The Netherlands, has been taking place for thousands of years, resulting in important ecological consequences. However, these events never occurred so rapidly or on such a large scale than during the last fifty years. Besides the intended effects, there are many side effects, most of which were unforeseen. These effects could be of great importance for the functioning of the region. Many original functions (uses) have vanished and universally recognized values do not exist any more.

This evokes resistance, especially since the new functions still have to develop. Some effects are considered negative such as existing communities of life, which are dying out or declining in quality, algae growth, mortality among fish, plagues of gnats and bird mortality caused by botulism, all of which can have annoying consequences. Other effects are positive, such as the increasing clarity, purity and higher salt content of, for example, the water of the Eastern Scheldt. This is achieved by closing the area off from the strongly polluted large rivers Rhine and Scheldt.

This result in a qualitative improvement of the life communities and of several economically important aspects, such as oyster and mussel culture. New life communities may perform interesting new duties. Some effects are of a temporary nature while others are permanent. The resulting situation is one of great diversity in types of environment, throughout the whole region. Not only fresh water lakes but also brackish and salt water lakes, and estuaries with and without a modified tide can be found.

With good ecological, planning and management guidance, this could lead to a great diversity of communities, variable in quality, which may fulfil many functions in our society. Through all these changes the ecology of the region is drastically changing. This can be illustrated by a few examples taken from the aquatic area and the new land.

The Delta works in the south western part of The Netherlands, are very forcibly influencing more than 4,000 square kilometres or 12% of the surface area of The Netherlands. Engineers are designing and building works of art, a selection of dams, locks, roads and bridges with the greatest technical achievement being the storm flood barrier in the mouth of the Eastern Scheldt. But what are the ecological consequences? Were they satisfactorily foreseen? How should they be assessed? Is there sufficient guidance? These and many other questions may be asked.

In such a short article as this, one can only give a general impression of the ecological effects and the answers to these questions, mentioned above. It is only meant to be a short survey. The results are as spectacular as the engineering achievements. What lessons may be learnt from this?

More than 10,000 'man-made lakes' exist in the world, and more than 50 of these have a surface area of exceeding 1,000 square kilometres. In most cases, they are reservoirs in the upper courses of rivers. The aims of the projects are:

- in general 'development and control of nature to the benefit of man'
- in particular 'safety, water storage, energy production,

water for irrigation drinking and industry, shipping, recreation (pleasure trips, hunting and fishing) and the fishing industry.' For the coastal waters, one can add reclamation of land, harbour construction and silt control.

The Delta Project, with its 1,165 square kilometres of 'man-made lakes', may be considered, at present, to be one of the largest in the world. It involved not only the regulating of the lower courses of the Rhine and Meuse, but also the enclosing and regulating of a number of arms of the sea in order to obtain a shortening of the coast line, and first of all for safety purposes.

## Port tonnage up 15%: Amsterdam

International sea-going goods traffic in the Port of Amsterdam increased by 15 percent in 1979. Total tonnage rose from 17 million tons in 1978 to 19.7 million tons. It is not certain whether this trend will continue into 1980, according to the Amsterdam Municipal Port Management.

This is largely due to the fact that the world economic situation remains uncertain.

Figures from the Municipal Bureau for Statistics indicate that there were increases in nearly all cargo sectors. The only exception was grain which showed a decrease of 10.6 percent. This was more than compensated for by related cargoes of cattle fodder and oilseeds.

Amsterdam remains an important harbour for energy raw materials: in 1979 about 5.8 million tons of mineral oil and 2.3 million tons of coal and coke were handled in the port.

As coal becomes a more important source of energy, there are expected to be increases in this sector. Therefore, according to the port management, it is very important that plans for the so-called bulk terminal on the northern pier of the port entrance at IJmuiden be realised.

## Good oil year for Rotterdam

The Port of Rotterdam is looking back on a good oil year. Transshipments of crude in seagoing transport reached 141.1 million tonnes—a 17.1-per cent increase over 1978. This means that the sharp drop in 1978 was more than made good by the 1979 growth, even though the latter still fell short of the 1973 record by 28 million tonnes.

In 1979, 120.3 million tonnes of crude oil were unloaded in Rotterdam, while 20.8 million tonnes were loaded. Growth of arrivals was 12.2 per cent and of departures 56.9 per cent.

Of 99.5 million tonnes of crude going to Continental destinations in 1979, 39.2 million tonnes, or 39.3 per cent, were carried to the hinterland by pipeline. The volume pumped in 1979 was about 700,000 tonnes less than in 1978. Some 60 million tonnes of unloaded crude were destined for transshipment and processing in the Netherlands in 1979, which was six million tonnes above the previous year's level.

# Facts and figures on port management: Port of Lisbon

Sea cargo traffic in the Port of Lisbon was virtually the same in 1978 as in the previous year. In round figures it amounted to 11.6 million tons, as against 11.5 million tons in 1977, as may be seen below.

	1978	1977
Liquid bulk .....	4,361,624 t	4,555,720 t
Dry bulk .....	4,612,057 t	3,960,844 t
General cargo .....	2,650,027 t	3,015,297 t
	11,623,708 t	11,531,843 t

It will be seen that there was an appreciable decrease in general cargo—which is the type that gives more life to the port and provides it with more revenue—although this was offset by an increase in bulk cargo.

During 1978 6,209 ships entered the Port of Lisbon, which is slightly fewer than in 1977 (6,393), but the corresponding tonnage remained virtually the same at 34,518,021 tdw as against the 1977 figure of 34,184,268 tdw.

As regards passenger traffic in shipping there was a slight rise in relation to 1977 (79,841 passengers compared with 77,204), but there was no change in the general decline of this type of traffic.

The container traffic went down by about 15% in relation to 1977, thus reflecting the reduction that occur-

red in general cargo in 1978. 57,756 containers were handled (72,411 TEU units), corresponding to a useful cargo of 644,060 t (about 25% of the general cargo handled in the port), and there continued to be an appreciable balance in this traffic, since cargo embarked was 308,867 t and that disembarked was 33,193 t.

The enlargement works for the Santa Apolónia container terminal were nearly completed, to the extent that in the second quarter of 1979 it was possible to start working along the 860 m of wharf now available, where there is sufficient water depth for receiving the largest container-carriers.

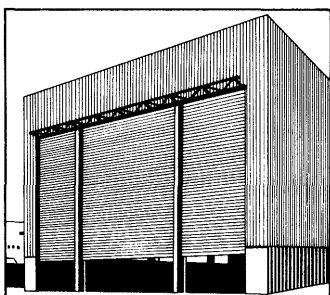
After the operational scheme for the Santa Apolónia terminal had been defined and settled, projects were prepared for the support installations, namely for the administrative service, the operating personnel and maintenance and repair of the equipment in service at the terminal, so that the respective contract work could be begun during 1979.

At the end of 1978 the Port of Lisbon Authority concluded and handed over the study which was awarded, after prequalification, to a group of consultants, as regards the forecast on evolution of container traffic in the Port of Lisbon. This study was in particular intended to set the most suitable date for starting construction of the new

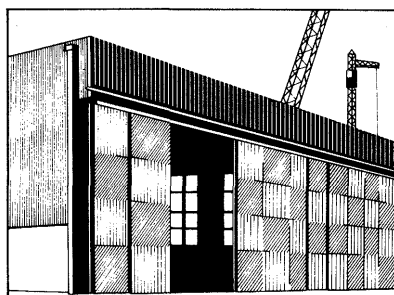
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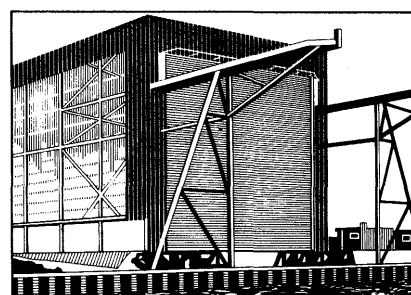
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container terminal in the Port of Lisbon. This terminal would be located on the south bank of the Tagus, in the Trafaria-Bugio area.

Port of Lisbon revenue in 1978 totalled 1,039,122,000 escudos, which was 192,423,000 escudos more than in 1977. This was due to the tariff revision, and also to a set of measures that were taken in administering the port patrimony.

During 1978 there was an increase in the amounts as regards which there was no possibility of the Port of Lisbon Authority receiving, both in the public sector and in the nationalized sector, notwithstanding claims put in and other efforts made in order to settle a situation which causes considerable disturbance to a body that depends on its own revenue.

Expenditure in 1978, excluding the amount integrated in the Port of Lisbon Improvements Fund, totalled 815,759,000 escudos (compared with 751,080,000 in 1977) so that the increase in revenue was about 22% of the expenditure, and was therefore almost entirely absorbed by wage increases and the purchase of goods and service.

The Port of Lisbon Authority Improvements Fund now has to face financial charges which already amount to nearly 70 million escudos a year, and these will increase as use is made of the loan of eight million European account units contracted with the European Investment Bank (BEI) for the work of «Reconstruction of the Alcântara-Rocha Wharf». It is therefore urgent that the State Budget should allow for a significant participation in the cost of the new developments in the Port of Lisbon, and also that there should continue to be regular updating of the Port of Lisbon Tariff Regulations.

Apropos of this matter, it is necessary that there should in the near future be a revision of the structure of the rates for use of the port, usually abbreviated to «port charges», so that in its application account should be taken—as is being generally adopted—of the value of the goods instead of only their tonnage.

As regards participation by the State Budget in execution of the investment plans in the port sector, it should be noted that although this has risen in the last five years to 2.7 million contos (\*), the ports of Lisbon and Douro-Leixões, which handle nearly 90% of the total sea cargo embarked and disembarked in Portugal, received only the amount of 490,000 contos. The rest was directed to other ports on the Mainland and Islands (not to mention Sines, where during the same period more than eight million contos were spent, and a lot more will be spent to put in order the tanker terminal).

A start was made again on the studies for enlargement and development of the Port of Lisbon on the south bank of the River Tagus, in the Trafaria-Bugio zone, following ministerial ratification in December 1977 of the report of the Higher Council of Public Works and Transports on the «General Plan for Development of the Ports of Lisbon and Setúbal», and when the studies were already under way as regards the new Lisbon port silo (grain terminal), to be built and run by EPAC—Empresa Pública de Abastecimento de Cereais.

I had been planned to locate this elevator at Palença, but subsequent studies pointed to the advantage of siting it in the Trafaria area. One of the reasons was that road access

could be ensured more easily, another being that it was feasible for the silo later to be served by rail, which was not the case at Palença.

Studies for development of the port on the south bank include those for construction of a dyke from Cova do Vapor to Bugio. These studies have been ordered by the Port of Lisbon Authority from the Laboratório Nacional de Engenharia Civil, and they are being carried out with the help of the hydraulic model of the Tagus estuary and bar in that laboratory, at the expense of the Port of Lisbon Authority.

Apart from the grain terminal, a container terminal and a terminal for ore and coal are being considered in the Trafaria-Bugio zone. It has been confirmed that they can be sited with good conditions as regards shelter and depth, besides obtaining, at moderate cost, ample space for stock yards adjacent to the envisaged docking facilities.

For execution of the Plan for Investment and Development in Public Administration there was an overall appropriation in 1978 of 367,500,000 escudos. Investments amounted to 309,400,000 escudos, or about 84% of that amount.

For the purpose, a considerable effort was made by the technical staff of the Port of Lisbon Authority, who are very short of personnel and have to cope with many demands on their time, many of them outside the scope of the port, owing to the very close contact with the town that is characteristic of the Port of Lisbon.

The work of reconstructing the Alcântara-Rocha Wharf is of special importance, and although awarding of the contract received ministerial approval in 1977, for the amount of 674,200,000 escudos, only in August 1978 was it possible to start work. This was due to the fact that approval of the Budget and Plan was held up for a long time owing to the Government crisis.

Conclusion of the reconstruction work on the Alcântara-Rocha Wharf will be an important step in modernizing the infra-structures of the Port of Lisbon on the north bank of the Tagus, since it will mean a wharf that can at ease receive all vessels, whether conventional shipping or ships under the Ro/Ro system of long voyage and high tonnage (of the so-called 3rd generation). This work will also enable the Port of Lisbon to offer a steady transit service to international trade.

Another very important work is the Montijo jetty, sited at Seixalinho by the Montijo inlet. The contract was awarded at the end of 1977 for the sum of 45 million escudos and the work, which has proceeded at a fairly normal rate, is expected to be finished in the middle of 1979. The most important part of this work has been the execution of earhfills for land reclamation, the driving of sheet-piling and driving of reinforced concrete piles for the deck of the jetty.

Other developments within the framework of the Plan for Investment and Development, which were carried out during 1978, were enlargement of the container terminal (surfacing, fencing and electricity network), general arrangement of pavements in the Santos bonded warehouse, at Casa do Conto, etc.

It should be mentioned that the amount of 309,400,000 escudos, referred to in the first paragraph of this section, and invested in 1978, was financed as follows: by the State

Budget 113,169,000 escudos; by self-financing (Port of Lisbon Authority Improvements Fund) 141,408,000 escudos and by foreign loan (European Investment Bank) 54,823,000 escudos.

Mainly by using the dredger «Santa Apolónia», during 1978 work continued on the important task of maintaining water depths by wharves and jetties. This task is now increased owing to the need for dredging along the 512 m of wharf added to the container terminal, with a depth of (-13) and at a place where silting up is very marked.

The volume in 1978 was about 1.3 million m<sup>3</sup>, measured in cross section, which at market prices corresponds to about 75 million escudos, without the Port of Lisbon Authority having received any state subsidy, as occurs in so many other ports.

On 17th June 1978 were published three acts of legislation that were of major importance for the restructuring of port work which was so urgently needed. These were Decree-law N° 145-A/79, establishing the general bases for port work, Decree-law N° 145-B/78, creating the Port Work Institute, and Regulating Decree N° 17/78, setting up the Co-ordinating Centre for Port Work in Lisbon.

The second half of 1978 neared its end, however, with hardly any benefit being obtained from those acts of legislation, but it is hoped that prudent and steady work by the two recently created bodies will in 1979 begin to produce better discipline and, in particular, an improvement in the output of port work, so that the country will be able to benefit from the considerable investments in its ports, infrastructures and equipment, especially in containerisation of the Port of Lisbon.

Mention must be made at this point of the fact that the Port of Lisbon Authority completed the installations for port workers' daily recruitment (Casa do Conto) on which it spent about 6,800,000 escudos, and it was handed over to the Co-ordinating Centre for Port Work in Lisbon at the beginning of 1979.

At the end of 1978 the Port of Lisbon Authority employed 2,476 people, including personnel posted from other State services, as is the case with the Port of Lisbon police.

Expenditure on personnel during 1978 totalled 539,108,000 escudos (equivalent to about 2/3 of the overall expenditure and half the revenue). That amount includes 42,493,000 escudos for ensuring the operation of the Port of Lisbon Authority Social and Cultural Work.

(\*) 1 conto—1000 escudos.

Traffic in the port of Lisbon has increased in the first six months of the current year in relation to the same period of the previous year as it may be seen through the following figures recently registered:

#### Shipping (number of ships)

	Total	Portuguese	Foreign
1978 .....	2,283	535	1,748
1979 .....	2,361	546	1,815

#### Shipping (gross registered tonnage)

	Total	Portuguese	Foreign
1978 .....	17,147,682	2,993,453	14,154,229
1979 .....	18,713,334	2,360,062	16,353,272

#### Goods (sea borne cargo in metric tons)

	Total	Loaded	Unloaded
1978 .....	6,015,229	705,897	5,309,402
1979 .....	6,602,725	900,025	5,702,700

As sound growth was also registered in the handling of containers in the port of Lisbon, in the first half of 1979, as compared with the same period of 1978:

Number of boxes:

33,365 (29,304 in 1978) + 13.8%;

Cargo contents:

354,000 m.t. (334,000 m.t. in 1978) + 5.8%

As in the past few years a neat balance between embarked and disembarked cargo in containers has been checked again in 1979, as confirmed by the following figures:

Embarked .....	177.7 million m.t.
Disembarked .....	176.1 million m.t.

#### Industrial estates—major new projects: Port of Adelaide

While plans for the no.7 berth Outer Harbor extension to the existing container/ro-ro terminal in the Port of Adelaide go ahead, a new \$495 000 program of dredging and reclamation for future no.8 and no.9 berths has been announced.

The Minister of Marine, Allan Roda, said sand consolidation by the dredge South Australian would create a further 35 hectares of first class industrial estates adjacent to future deepwater berths.

One possibility under investigation was the establishment of new multi-commodity bulk handling berths for raw materials imports and exports.

As well, a complementary project to the south-east was using ICI waste materials and would continue over the next five years under DMH supervision and ICI funding.

# Nagoya Port News



## “This work is fun” : Women drivers

It is impressive to watch the faces of the women drivers who work at the wharf handling automobiles for export.

Their job is to drive the export vehicles delivered to the Port into the shipping yard. On an average, each lady handles some 70 vehicles per day.

Many male drivers would lose face to watch the skill at which the ‘lady’ drivers handle their vehicles in the huge yard accommodating more than 30,000 units at one time.

Currently, the number of female drivers comes to twenty-four in total. They have the confidence and pride attained from handling work on the same working conditions with their male counterparts for over a decade.

One of the female drivers comments confidently that “because our members are mostly veteran drivers and with our team work, there is a very low occurrence of accidents.”

In general, most people working at the Port appear to be tough, thick shouldered, barrel chested men. So, looking at the bright faces of these ‘lady’ drivers is refreshing.



## Pride in Skill and Ability-Log Handling

The Port of Nagoya, thanks to the proximity of rich timber resources, has long been involved in the lumber industry. The western portion of the port is devoted to this trade in lumber as the largest port of its kind in the Far East.

One essential factor supporting the large volume of timber handled is the workmen performing raft assembling. Assembling the discharged timber and moving it skillfully, while on the logs afloat, to the timber storage ponds, these men are respectfully referred to as “Ikadashi”, or “raftsmen”.

At present Nagoya Port is fortunate to have a sufficient number of “IKADASHI” who have become truly skilled in the handling of timber. Making their rafts, they use rope to assemble it without using spikes or hooks. Compared with the other methods, this procedure requires a high level of experience, skill and effort on the part of the “IKADASHI”, but they can proudly boast that their methods do not damage the timber. And, for this reason, the “IKADASHI” have made Nagoya Port famous for its timber business.





# Kuching Port news in brief

## • Kuching

Since the time of the Brookes, Kuching has always been the most important trading centre, handling substantial tonnage of the State's imports and exports. Kuching, the principal town of the State of Sarawak, Malaysia, is some 21 miles from the sea.

Kuching is adequately served by air connections with the outside world through Kuala Lumpur and Singapore; Postal services and telecommunications are adequate. Within the State, an internal transportation system of roads and rivers, has evolved to facilitate the distribution and channelling of trade to and from Kuching.

## • Port Facilities Before 1961

Port facilities were operated by private shipping companies. Stevedoring, lightering and related services were provided by local contractors and a labour co-operative society. The relatively low volume of traffic did not present much problem then. The sluggish economic growth of the State did not generate a volume of traffic necessitating improvements to port facilities right in the centre of the town for many years.

## • Development

But towards the end of the second decade after the last war, cargo traffic has gradually out-grown the capacity of the port in town where there was little or no room for further expansion as a result of natural and economic growth.

Consideration was therefore given to the construction of a port away from the town centre and the setting up of a port authority to operate the new port.

The site chosen for the port is Tanah Puteh, some 5 miles down-stream of Kuching Town. Facilities include an 800-foot wharf, 142,000 sq.ft. of covered storage and 195,000 sq.ft. of open storage.

## • The Kuching Port Authority

Under the Port Authorities Ordinance, 1961 was established the Kuching Port Authority to which the facilities at Tanah Puteh were vested for control and administration. The Authority consists of a Chairman and not more than eight (8) other members appointed by the State Minister of Communications and Works and of whom not more than half shall hold office in the Civil Service. The chief executive officer is the General Manager.

The Authority is charged with the following statutory functions:—

- (a) "to maintain, or provide for the maintenance of, adequate and efficient port services and facilities for all users of the port;
- (b) to co-ordinate the activities of the port;
- (c) to promote the improvement and development of the port; and
- (d) to execute such works as may be necessary to the performance of the duties specified in paragraphs (a), (b) and (c)."

The Authority is also to be self-sufficient financially in

its operations including funding of development projects.

## • Organisation

To perform the duties charged upon the Authority, six (6) divisions have been established. The General Manager, who is assisted by an Assistant, advises the Authority on the formulation of policies and is responsible for implementation of policies and management of the port.

## • Further Development

After a decade, Tanah Puteh was again inadequate to cope with the greatly expanded cargo throughput and further expansion of port facilities had to be undertaken at Pending, some 5 miles downstream of Tanah Puteh. The main facilities at Pending are a marginal wharf of 860 feet in length, 80,000 sq.ft. covered storage and 100,000 sq.ft. open storage. Designed for general cargo, Tanah Puteh has an optimum capacity of 300,000 tons a year. For general cargo handling, Pending has an optimum capacity of 350,000 tons a year. The combined capacity of the two operating centres of Kuching Port for the handling of general cargo is 650,000 tons a year.

However, Pending has been designed for the handling of palletised cargoes and equipped to handle 20-foot ISO containers on a feeder basis.

With an increasing degree of palletisation (about 27% of throughput in 1978) and containerisation just around the corner, Kuching Port is capable of handling more than 650,000 tons a year.

## • FUTURE DEVELOPMENT

The Kuching Port Authority plans to expand the facilities at Kuching Port in two stages—

- (a) Stage One—to provide the infra-structure within the development potential of Pending; and
- (b) Stage Two—to draw up a Master Plan for the orderly development of Kuching Port after developing Pending to the extent possible under Stage One.

Site reclamation, expansion of open storage areas and construction of a back-up shed with a floor space of approximately 80,000 sq.ft. at Pending are on-going projects under Stage One, which also includes initially the engineering feasibility studies and finally the construction of additional berths with supporting transit shed space.

## • PRODUCTIVITY

Up to 1966, the annual average handling rate was 15 Bill of Lading (B/L) tons per gang hour. Low mechanisation and manual handling contributed significantly to this low level of handling rate. From 1967 onwards, with an increasing degree of mechanisation, the handling rate began to rise to 20.8 B/L tons in 1972. By then, throughput substantially exceeded the capacity of the port which stood at 300,000 tons a year and for the next 2 years, the handling rate dropped to an annual average of 18.5 B/L tons per gang hour.

With the completion and operation of the new facilities

(Continued on next page bottom)

## VOICE — "I would like to know"

### Question 8005 :

The Port of Bombay handles on an average about .7 to .8 million tonnes of finished fertiliser. The Government is generally importing Urea and Dye Amonia Phosphate in bulk. However, at times other fertilisers like CAN or some complex fertiliser had also been imported in the past.

At the time of loading, all fertilisers are free flowing material, but due to long voyage and abnormal delay in the streams particularly due to Port congestion at times, these materials absorb moisture and become hard. This hardness varies from ship to ship as some of the Urea consignments are of granular form and some are in powder form. It has been observed that the fertiliser which are in powder form are always in caked condition and are harder than the fertilisers which are in granular form. Some of the consignments are in lumpy condition which can be reduced in the powder form with the use of shovels. But the consignments having hard cakes require mechanical equipment, like Dozer Shovels, rock drills, power operated scrapers etc. to loosen the material. Sometimes, the ordinary pick-axes are also used which are operated manually.

We feel that it may be useful to adapt simple machines which are light in weight like Pneumatic drills etc. to be used by the diggers for better efficiency in loosening the caked cargo.

We do not intend to adapt any systems which may lead to substantial unemployment of diggers who are already in our pay-rolls. It is thus desirable that the existing labour is provided with light weight equipments like small pneumatic drills and other light machinery like tractor shovels, power operated scrapers, bob-cats etc. Our experience with heavy duty pneumatic drills is not very happy because of creation of heavy vibrations and difficulty in handling such drills.

Thanking you in anticipation, we will look forward for your co-operation in the matter.

Yours faithfully,

Director, Planning & Research

(Continued from page 41)

at Pending as from 19th March, 1975 and with intensive training given to all employees, the discharging/loading rate has now reached the optimum. The average for 1978 was 25.5 B/L tons per gang hour.

### Statistical information

	1978
Dry Cargo handled at Kuching Port	
a) Imports	576,862
b) Exports	92,926
c) Total	669,788
d) Proportion (%) Import/Export	86/14
No. of ships handled	803
Wharf occupancy factor (%)	81.7%
Volume of cargo handled per wharf/ft/day	1.11
Average rate of work in B/L tons	25.5
Hours lost in waiting for berth	18,378
Increase (+)/Decrease (-) % over preceeding year	+9.6%

Bombay Port Trust  
Shoorji Vallabhdas Marg  
Bombay 400 038, India

### Replies to Cyprus Port Authority's Questions on Warehousing of Goods in Port Stores (Question 8001)

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

1. There is no connection between the port and customs authorities in Australia. The operation of ports is a State responsibility and the collection of excise and control of import/export of prohibited commodities is a function of the Commonwealth Government.
2. Cargoes are available to consignees on payment of wharfage and excise charges.
3. Manifests are lodged with the port authority and Customs Bureau by the Ship's agent within one day of arrival of a vessel.
4. Cargo documents must be stamped by both customs and port authorities evidencing payment of charges before cargoes are released for delivery.
5. Customs personnel are not involved in any aspect of port operations. Customs functions are related to the collection of excise on goods and surveillance of the import/export of prohibited commodities.

By Alhaji B.M. Tukur, General Manager, Nigerian Ports Authority, Nigeria:

1. The Nigerian Ports Authority and the Board of Customs are both government agents. While the Nigerian Ports Authority receives both import and export cargoes at the ports on behalf of importers and exporters respectively, the Board of Customs sees to it that government regulations on imports and exports are complied with and that appropriate duties are paid on imports.

Import cargo brought by ships are either delivered direct or stowed in the Authority's transit sheds/warehouses where rents are being charged accordingly. Cargo moving out of the ports use road and rail mainly. With regards to export cargoes, they are either stowed in the Authority's warehouses or in warehouses outside the port from where they are taken direct to the ships by road transport.

Before imported goods are allowed to leave the ports, customs have to issue Release Notes after satisfying that import regulations have been complied with and after importers have paid appropriate customs duties.

2. Goods remain in the transit sheds or warehouses at the pleasure of the Nigerian Ports Authority unless they are specifically detained by the customs for tariff reasons. 72 hours free allowance is given to importers after which NPA charges storage rent. Any cargo not released by customs within 21 days of landing as a result of non-payment of duty is transferred to the government warehouse where the customs determines its sale.

3. Ships manifests, by regulation, are required to be sub-

mitted to the ports Authority 14 days before the ships' arrival in order to complete formalities aimed at facilitating their quick turn-round. Copies of the manifests are also given to the customs for determination of customs duties on the goods contained therein.

4. Duty on inward cargo is collected by the Customs. The Port Authorities make sure that no cargo is released without a Release Note from the Customs. Release Notes are only issued after appropriate duty has been collected.

5. The Customs Authorities see that importers and exporters comply with government regulations on imports and exports. In certain respects, customs examination procedures are cumbersome and consequently causes delay to delivery of cargo, an action which in turn adversely affects the rates of discharge from ships. They are also involved in the transfer of overtime cargo to government warehouse.

6. The following are available:

- (i) Ports Act;
- (ii) Traffic Department Instruction;
- (iii) Nigerian Ports Authority DUES AND RATES REGULATION 1975.

**By Mr. Wilson M. Loubriel, Executive Director, Puerto Rico Ports Authority:**

1. The United States Customs Bureau, a branch of the Federal Government, is responsible for collecting import duties, clearance of ships and cargo and security in the cargo to cover theft or pilferage and illegal introduction of drugs and narcotics in all Puerto Rican ports. The Puerto Rico Ports Authority, a public corporation of the Commonwealth of Puerto Rico, operates and provides pier facilities to all ships and cargo. The Authority works jointly with Customs in providing the facilities for cargo and passenger baggage inspection at the piers. The control of cargo in bond as well as foreign cargo paying import duties is a Customs responsibility.

2. The Ports Authority determines and establishes regulations for free time and demurrage for cargo handled through its pier facilities. Cargo taken to bonded storage is Customs responsibility. Cargo taken to other public warehouses falls under specific operators tariffs with the Commonwealth Public Service Commission. The Ports Authority does not operate warehouses as such, but provides the transit cargo sheds.

3. The booklet "Ports of Puerto Rico", on Page 20, details the procedure for presentation of ship and cargo documents to Customs.

4. The Customs Bureau local office is responsible for the collection of duties on inward cargo in the same manner as in any United States port. The Ports Authority has no responsibility in this regard.

5. Answered in No. 1 above.

6. United States laws applicable.

**By Mr. S. Ullman, General Manager, Port of Gothenburg, Sweden:**

To answer your first question, I would refer to the enclosed paper\*, which I myself read at a meeting in Mombasa, Kenya, to a number of port people on behalf of the Swedish International Development Authority.

The answer to your second question is, that, from the Customs point of view, the longest period for which cargo may remain in warehouses or other storage areas of the port, without Customs duty or/and Value Added Tax being

paid, is stipulated for by Governmental Customs Regulations. In so-called Customs Temporary Storage facilities, cargo must not be stored for a longer period than thirty days, unless Customs Authorities so allow under special circumstances. In bonded warehouses, cargo may be stored for a period of two years. As for the Free Port Area, the storage period is unlimited.

As to your third question, the Shipbroker has to deliver to the Customs Authorities and to the Store-keeper copies of the ship's manifest. The Store-keeper takes up the responsibility that no cargo is imported without paying duty and VAT, respectively. When all the cargo under a manifest has passed Customs clearance by way of Customs declarations, the Store-keeper gives in the manifest and all Customs declarations there-under to the Customs Authorities.

Answer to question No. 4: The Customs Authorities charge to the cargo owner all duties, Value Added Tax, and other import charges, if any, on the bases of Customs declarations. For further details, please refer to the enclosed article "The Customs and the Liberalization of Trade."\*\*\*

Your question No. 5, which refers to the particular functions of the Customs Authorities in the port area will be answered best by the abovementioned enclosure No. 2.

For your further information, I enclose a copy of an extract from an article under the heading "Tax-free Trade Zones of the World."\*\*\*

\* See "Relations between Port and Customs Authorities" on page 10.

\*\* These referential material is omitted in this journal on account of the limited space—Head Office secretariat.

## **Replies to Chittagong Port Authority's Questions on Railway Facilities and Functions (Question 8002)**

**By Mr. J.M. Wallace, President, The Maritime Services Board of N.S.W., Australia:**

1. The Public Transport Commission, as the rail authority for New South Wales installs, operates and maintains all Government-owned track and associated equipment throughout the State including those at the Ports of Sydney, Botany, Newcastle and Kembla.

2. The loading/unloading of rail wagons is not the responsibility of the Maritime Services Board, except for the unloading of coal, which is carried out using the Board's equipment. At certain other wharves, the Board owns, maintains and operates rail loading facilities, however, these operations are directed by the agent's stevedore.

Booking for rail is the responsibility of the agent/supplier in all cases.

3. Payment for rail freight is made direct to the Public Transport Commission by the user.

4. This system has been in operation for many years and has been satisfactory during that time. For the system to operate efficiently there has to be close communication and co-ordination between the Maritime Services Board and the Public Transport Commission.

**By Alhaji B.M. Tukur, General Manager, Nigerian Ports Authority, Nigeria:**

1. Two of the Nigerian Ports (Lagos and Port Harcourt)

have a railway system which connects the main railway system of the Nigerian Railway Corporation (NRC).

The Authority has a full complement of railway operating staff in the two ports, independent of the national railway. It holds its own rolling stock of locomotives and internal-user wagons. All loaded main line wagons and unused empties are shunted by the NPA to exchange lines between the NPA and the NRC from where they are removed by the NRC. Similarly, in-coming loaded export wagons and required empty wagons come to NPA yard through the same exchange lines. Any major accident on our railway system in port is handled by both the NPA and the NRC as sister corporations. Repairs of NPA railway locomotives and rolling stock are done by the Authority in its own maintenance workshop.

2. The responsibility of the Railway Authority is contained in answer (1) above.

3. There are three bookings for railway wagons. Importers apply direct to the railway while NPA also applies according to its documentation system. Loading is carried out by the NPA. The final booking is done by the Railways to enable the wagons move out of the port.

Unloading of wagons is done by NPA into transit sheds/warehouses or direct to loading vessels as required by exporters. The owner of the cargo pays for the hire of railway wagons whether import or export. Payment for loading or unloading is charged to importers' and exporters' account.

4. Payment for supply of railway wagons (import and export) is done direct to the Railways by the owner of the cargo.

5. The system helps to reduce the amount of traffic that would have been stowed in the NPA's transit sheds/warehouses. It reduces the number of motor trailers and lorries that could have queued up for loading or unloading. It also facilitates quick turn-round of vessels, thus eliminating ship or cargo congestion in the port. On the other hand, when the Railways fail to supply enough wagons, the sheds become congested.

## **Replies to Chittagong Port Authority's Questions on Port Security (Question 8003)**

**By Mr. J.M. Wallace, President, The Maritime Services Board of N.S.W., Australia:**

1. The Maritime Services Board of N.S.W. operates a Patrol Service which has the responsibility for overall supervision of wharves and facilities. The service consists of 19 Inspectors and 62 Patrolmen. Shipping and stevedoring companies are responsible for the security of their cargoes during transit.

2. Inspectors and Patrolmen are employed by the Board.

3. The Patrol Service is totally under the control of the Board.

4. The operation of the Patrol Service is limited to the jurisdictions of the Maritime Services Board as a port authority. It does not perform the usual civil functions of a police force.

5. Recruitment dependent upon service as a seaman and/or experience in security work.

**By Alhaji B.M. Tukur, General Manager, Nigerian Ports Authority, Nigeria:**

1. The Nigerian Ports Authority's problem concerning Port Police was identical with that of Chittagong. A number of the country's regular police often insufficient was sent to the port with the Ports Authority reimbursing their salaries. However, because those sent to the ports were fully responsible to the Police Authority, their numbers were often depleted as they had to be withdrawn for urgent duties outside the ports.

As a step towards forestalling shortage of police security at the ports, the Ports Authority established its security unit on the 1st of August, 1974. Personnels in the unit were trained both locally in police college and abroad. The unit, however, was handicapped. They could neither carry guns to squarely deal with armed thieves nor prosecute those arrested for stealing. To remove the handicaps, the unit was recently disbanded in order to fuse it with the Nigeria Police Force. The Ports Authority is, however, driving home its case for the creation of a Port Police, solely created for ports, under a Commissioner of Police for ports.

2. No other facilities are provided apart from offices, office equipments and other requirement for patrol duties.

3. Control of the Ports Police by the Authority is a lose one as they owe more allegiance to the Inspector General of Police than to the Nigerian Ports Authority.

4. The ports are making use of National Police who are not trained in handling the various documents being used at the ports.

5. The recruitment of police is not done by the Authority. Since they are members of the National Police, recruitments lie with the Inspector General of Police.

**By Mr. Wilson M. Loubriel, Executive Director, Puerto Rico Ports Authority:**

1. The Commonwealth Police Department, FBI, U.S. Customs and U.S. Coast Guard share port security.

2. The Ports Authority at present has under contract with the Police Department two patrols of ten policemen.

3. No additional facilities provided.

4. The Port Police is part of the State or National Police with similar functions depending on where assigned.

5. Governed by Commonwealth Government Office of Personnel like a Civil Service Recruitment Office. The Department tests candidates and takes care of the recruitment procedure; candidates undergo written and physical examinations and will have to pass through a Police Academy training.



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