

PORTS *and* HARBORS

July-August, 1980 Vol. 25, No. 7-8



Mina Qaboos
Sultanate of Oman

IAPH Conference Nagoya May 1981

The Publisher: The International Association of Ports and Harbors

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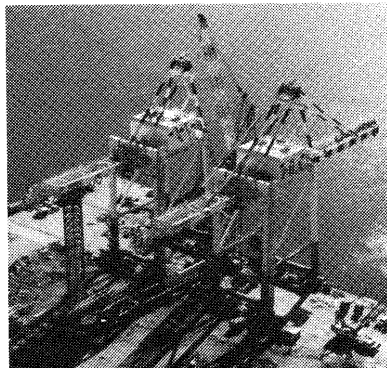
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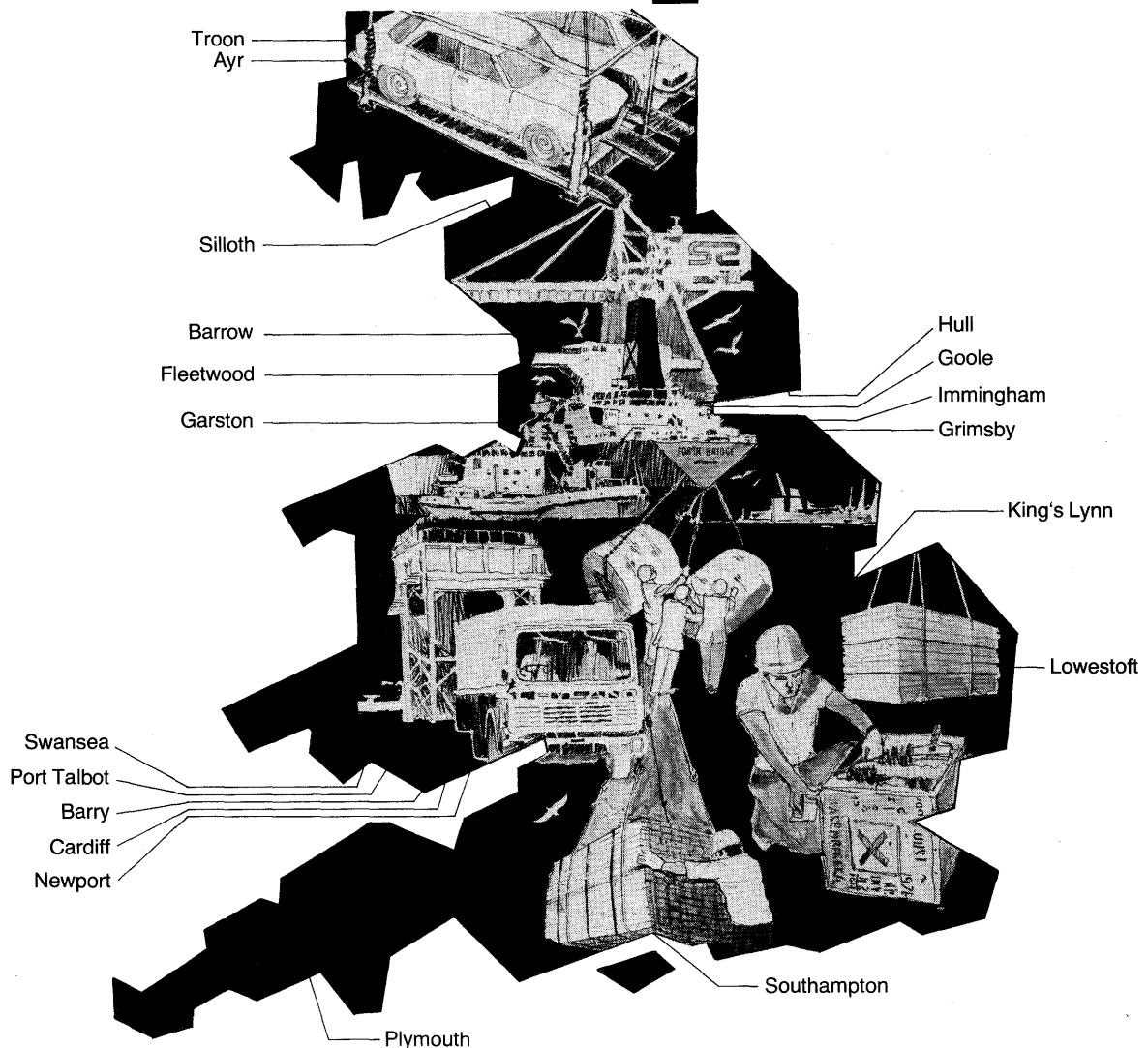
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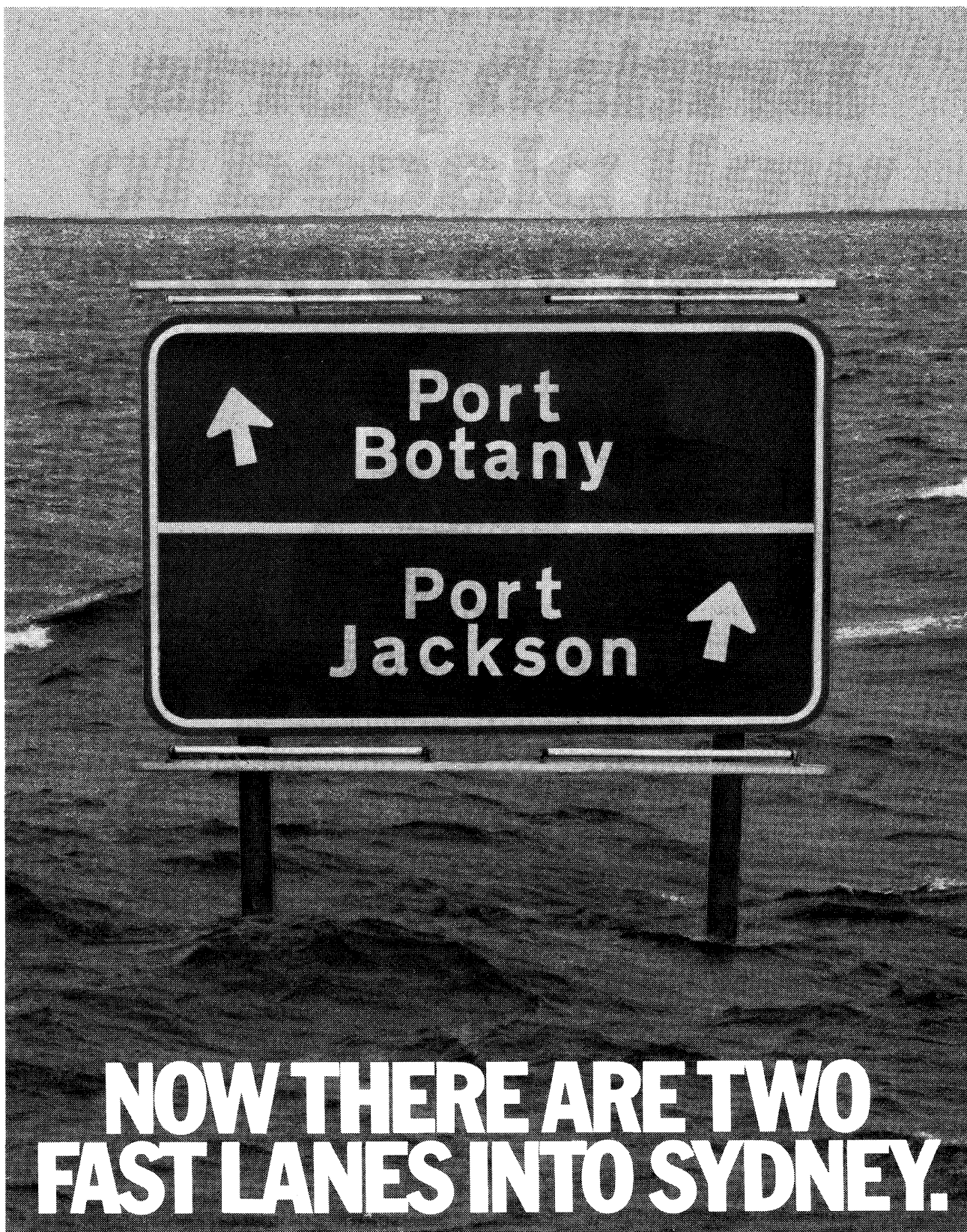
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PORTS *and* HARBORS

Published by

The International Association of Ports and Harbors

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Non-Autonomous French Ports
Ministry of Transport, France

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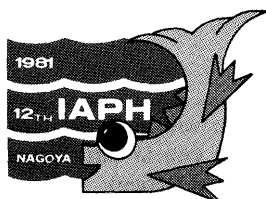
After this combined issue, the next number will be in September 1980, which will be published and airmailed to you in early September. Wishing you a happy summer vacation! (Head Office)

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- Port of Nagoya hosts 12th Conference of the International Association of Ports and Harbors in 1981.



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IAPH announcements and news

Discussions at Gold Coast, Australia

—Executive Committee Meeting successfully over—

Following the previous edition of this journal in which the news flash of the IAPH Executive Committee meetings held in Australia in April was carried, this edition covers the further details of the outcome of the meetings.

I. Date and Place:

April 21 and 22, 1980, at The Chateau Hotel, Gold Coast, Queensland, Australia

II. Members present:

Chairman: Mr. Paul Bastard, IAPH President

Members: Mr. A.S. Mayne, 1st Vice-President
Mr. A.J. Tozzoli, 2nd Vice-President
Mr. Fumio Kohmura, Honorary Vice-President
Mr. R.W. Carr, Chairman, Auckland Harbour Board
Mr. J.H.W. Cavey, Member, National Harbours Board
Ir. J. den Toom, Managing Director, Port Management of Amsterdam
Mr. James H. McJunkin, General Manager, Port of Long Beach
Mr. F.J.N. Spoke, General Manager, Port of Vancouver
Mr. Gengo Tsuboi, Vice-President, the Japanese Shipowners' Association
Mr. B.M. Tukur, General Manager, Nigerian Ports Authority
Mr. Sven Ullman, General Manager, Port of Gothenburg
Mr. J.M. Wallace, President, the Maritime Services Board of NSW

Regrets: Mr. G.W. Altwater, Immediate Past President
Mr. J.P. Davidson, Chairman, Clyde Port Authority
Mr. W. Don Welch, Executive Director, South Carolina State Ports Authority
Mr. Jacques Dubois, General Manager, Port of Le Havre
Mr. Wilson M. Loubriel, Executive Director, Puerto Rico Ports Authority

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Secretariat:

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Mr. Toru Akiyama, Secretary-General Emeritus & President, the I.A.P.H. Foundation
Mr. Rinnosuke Kondoh, Under Secretary, Head Office
Mrs. Kazuko Tatsuta, Private Secretary to

Mr. Toru Akiyama

Observers: Mr. A. Pages, Chairman, Committee on Legal Protection of Port Interests
Mr. R.T. Lorimer, Chairman, Committee on Containerization, Barge Carriers & Ro-Ro Vessels
Mr. H.L. Tjon A. Ten, Ag. Chairman, Membership Committee
Mr. A.J. Smith, IAPH Liaison Officer with IMCO
Mr. J.F. Stewart, Member, Constitution & By-Laws Committee
Mr. R.O. Ajayi, Member, Membership Committee
Mr. J.S. Kyandih, Member, Committee on Legal Protection of Port Interests
Mr. Eigil Andersen, Member; Committee on Legal Protection of Port Interests
Mr. Wong, Hung-Khim, Member, Finance Committee & Constitution and By-Laws Committee
Capt. A.T. Young, Member, Committee on Large Ships
Mr. J.H. Zeuthen, Member, Constitution & By-Laws Committee
Mr. Ben E. Nutter, Member, Committee on Containerization, Barge Carriers & Ro-Ro Vessels
Mr. J.P. Lannou, Port of Le Havre
Mr. Kiyoshi Ito, Director, General Affairs Division, Nagoya Port Authority
Mr. S. Okawa, Nagoya Port Authority
Mr. T. Nakamura, Nagoya Port Authority

1. Personnel matters

The recommendation of the Executive Committee to elect Mr. B.M. Tukur, General Manager of Nigerian Ports Authority as 3rd Vice-President and Mr. Eigil Andersen, General Manager of Port of Copenhagen Authority as a result of the meetings in Australia, were placed before the Board of Directors which at its meeting by correspondence on May 23, 1980 officially confirmed their election.

Mr. Tukur, Mr. Andersen and the newly appointed Executive Committee member, Mr. Wong, Hung-Khim, General Manager of the Port of Singapore Authority, send their messages to IAPH members through this journal.

2. Financial matters

a. Based upon the recommendations of the Finance Committee Chairman, Ir. J. den Toom, the Committee adopted the following measures as the Association's financial guideline for the near future:—

a) The membership dues may be raised in the years of

1982 and 1983. The percentage of increase, however, shall be subject to careful study and related to the future economic situation of Japan, and shall be decided at the Nagoya Conference in 1981.

b) To enrich the Association's financial flexibility, it was decided that future budgets should carry a "contingency reserve", equivalent to 40% of the expense amount in the budget.

3. Financial prospect and Financial self-sufficiency

a. The Financial Committee Chairman reported that the financial status of the Association is much improved thanks to the members' cooperation with those measures taken by the Association during the last few years, and that the Association should become financially independent by terminating the Agreement entered into by and between the IAPH and IAPH Head Office Maintenance Foundation of Japan in 1973.

b. The Committee decided that the matter should be so accepted by obtaining the members' consent in due course, and that the termination should become effective on and after January 1, 1982.

4. Constitution and By-Laws

a. **Honorary Vice-President** It was decided that the position of "Honorary Vice-President" should be legalized and so incorporated in the By-Laws, to enable the Association to appoint at a conference, the chief organizer of the next conference, as "Honorary Vice-President" to facilitate his necessary preparatory works. The rights and duties of Honorary Vice-President shall be identical to those endowed to other vice-presidents.

b. **Procedures for the election of new "Elective" Executive Members** Theoretically speaking, such elective members should be elected by the Board members at a caucus meeting of new Board members of each of respective region, however, it is not physically possible to hold such a meeting at the time of Conference. Therefore, it was confirmed that the President-Elect should, consult with the new Vice-President-Designate of each region and appoint the new "Elective" members, as practised now, subject to sanction by the Board of Directors. At the beginning of the post-conference Board meeting, the President should confirm such sanction, as the only practical way of carrying out this election.

c. **Split-voting of Board Members** It was confirmed that the split-voting by the Board Members, in the case of a plural number of Board Members from one country, should be abolished, and that the matter should be so revised in the By-Laws.

d. **Voting rights or Ex-Officio members at the Board Meeting** It was confirmed that the voting right rests only on the elected Directors, not on those ex-officio members, including officers, as is stated in the By-Laws.

5. Strengthening the IAPH relationship with the IMCO, UNCTAD and others

a. Based upon the advice expressed by the President in November last year, Mr. A. Pages, and Mr. A.J. Smith, prepared a study paper on importance of those maritime issues now being handled by the IMCO and UNCTAD, and the necessity of advancing the IAPH's preparedness for wider and deeper involvement with such UN organizations and for similar cooperation with other international maritime organizations.

Message from Mr. B.M. Tukur



I find it a great pleasure sending this message on the occasion of my appointment as the third Vice-President of our great Association, the International Association of Ports and Harbors.

The post of Vice-Presidency bestowed on me is a rare honour not done to me alone but also to my country, Nigeria, in particular and the whole of Africa in general. I take my appointment as a great confidence reposed in me by our Association. I also see it as a great challenge which will continue to spur me to make my own positive contribution for the mutual benefit of all.

Experience has shown that no port can stand or operate in isolation. In other words, various events have shown that ports all over the world are inter-dependent. Political and physical set-backs in a particular port automatically sends its ripples to other far away ports. This is an aspect of our activities which calls for concerted efforts. Developed ports need to place their wealth of experience at the disposal of developing ones so that we can live up to our expectation of promoting world economy on the one hand and world stability and peace through international understanding on the other hand.

The present membership of the Association is a very encouraging one. Like a sown grain of mustard we have been growing in number and from strength to strength. We must see that this rate of growth is maintained until all non-member ports who undoubtedly have one or two contribution to make are brought into our fold.

I would like at this point to pay my tribute to my predecessor, Mr. P.K. Kinyanjui. He was all through a very active member whose contribution to the Association had been immeasurable. May success be his in his new endeavours.

b. In view of the past experience in the liaison works with IMCO, carried out by Mr. A.J. Smith, it was agreed that the Association should explore the ways and means to improve and develop such work.

c. It was unanimously agreed that the Association should ask the British Ports Association for extending the continued cooperation and advanced services of the liaison work with IMCO, UNCTAD and other international maritime organizations which exist in Europe, and

Message from Mr. Eigil Andersen



I am greatly honored and very happy to have been elected as member of the IAPH's Executive Committee. I have always found it of great value to the ports to have such an organization to take care of their interests in every respect. Ever since I became General Manager of the Port of Copenhagen 11-12 years ago, I have taken part in IAPH's Biennial Conferences and have greatly appreciated the many personal contacts and the outcome of the work done by the organization and by the many committees during the meetings—in which I have taken part with great benefit. The work done by the Presidents, the Executive Committee, various Committees and the Secretariat is constantly developing and will thus give the IAPH greater influence to the benefit of all the ports including the strengthening of IAPH's relations to other organizations as it has been proposed by the Executive Committee. I am looking very much forward to the continuous work in the IAPH—including the Executive Committee—and will end this short statement by wishing continuous progress for the IAPH.

that the President, Secretary-General jointly with the Chairman of Finance Committee should approach the BPA to the same effect.

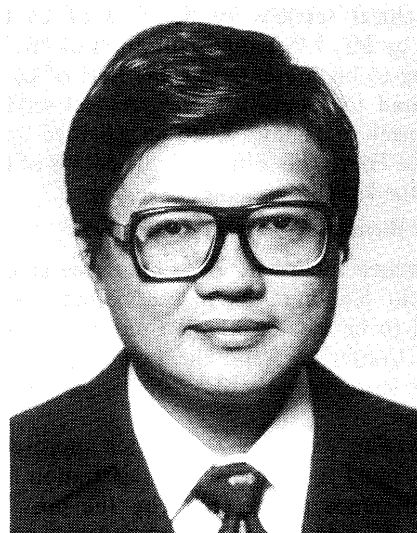
d. As a temporary measure, the IAPH Foundation will set aside a budget of £10,000 (Sterling Pound) to be spent at the President's discretion for such liaison works.

6. Introduction of "Temporary Membership" for promotion of new members

a. As a measure for the promotion of new members, the Committee approved introduction of a special membership status to be known as "Temporary Member", and adopted a resolution containing the following points:—

- (a) The temporary membership may be granted to non-member ports,
- (b) Temporary Members shall be admitted to the Association for twelve (12) months from the date of their application or until the end of the Biennial Conference following the date of their application, whichever is the longer,
- (c) After expiration one of the above mentioned periods, the Temporary Member shall either join the Association as a Regular Member and fully

Message from Mr. Wong Hung Khim



I am pleased to have been appointed a member of the Executive Committee of IAPH. Our Association brings together the common interest and aspirations of member ports and port-related industries. It serves an important function in establishing closer friendly ties among Members. Since joining the Port of Singapore Authority, I have participated fully in the activities of the Association, having attended the 11th Conference of the IAPH in May 79 in Deauville and the recent committee meetings held in the Gold Coast, Australia.

I look forward to serving you during my term of office. I will be attending the 12th Conference of the IAPH in Nagoya in May 81 and hope to meet and work with more of you there. May I take this opportunity to wish IAPH Members a good year in 1980.

comply with the Constitution and By-Laws of the Association, or if not, his Temporary Membership will lapse,

- (d) Temporary Members shall pay membership dues of US\$350 at the time of submission of the application,
- (e) Temporary Members shall be privileged to receive publications of the Association as entitled to any Regular Member.
- (f) Temporary Members shall be privileged to attend the 12th Biennial Conference to be held at Nagoya, Japan, with full privileges of a regular member with the exception of the right to vote during the conference, and
- (g) The Head Office of the Association and the host port of the 12th Biennial Conference to be held at Nagoya, Japan, shall take full advantage of the above measure for the new membership campaign and solicitation of the participants to the Conference.

b. It was agreed that the result of this new measure should be evaluated at the 12th Conference for future continuation or termination.

7. Inter-Port Information System, Port of Le Havre

An establishment of the data bank concerning the

bibliographical services by the Port of Le Havre was reported by Mr. J.P. Lannou, in place of Mr. J. Dubois. According to his presentation, the Port of Le Havre will be prepared to supply a bibliographical service to any port, subject to conditions to be specified by the Port. Port of Le Havre will announce the details of the system through the IAPH journal in due course.

8. The 12th Biennial Conference, May 1981

a. Conference Chairman The Committee approved that Mr. Fumio Kohmura be placed before the Board of Directors to be elected as the Conference Chairman of the 12th Conference, and the Board, at its meeting by correspondence on May 23, 1980 officially confirmed his election.

b. Registration Fees The Committee approved that the Board be asked to authorise the registration fees for the 12th Conference as presented by the host port. The Board at its meeting by correspondence on May 23, 1980 officially approved the presentation as shown under item 7 of the "Outline of the 12th Conference" on page 11 of this issue.

c. For the details of the guidelines of the 12th Conference, please refer to the attached papers.

9. The Meeting was adjourned with the unanimous expression of the members' profound thanks to Hon. A.M. Hodges, Chairman, Mr. F.M. Wilson, General Manager, the Port of Brisbane Authority and their staff members, for their very enthusiastic devotion and warm hospitality given to the IAPH delegates during the whole course of the gatherings of the Executive Committee and other Committees (internal and technical.)

Introducing "Ad Hoc Committee on Dredging"

At the recent Executive Committee meeting in Australia, an "Ad Hoc Committee on Dredging" was established by the unanimous support of the members. The decision was so made in support of the suggestion presented by Mr. A.J. Tozzoli, IAPH 2nd Vice-President and Port Department Director, the Port Authority of New York and New Jersey.

In his presentation, Mr. Tozzoli pointed out that many U.S. ports have been confronted with difficulties in conducting the dredging and reclamation works which are necessary for the welfare and existence of port, and that consequentially some are facing with serious difficulty in maintaining the promised depth of the channels, let alone a possibility of deepening them to cope with the future demand, because of severe and stringent requirements contained in the laws and regulations relative to the disposition of the dredged materials and or dumping of such materials into sea. In large measure, he indicated, these problems are due to the requirements being imposed on port authorities as the result of the international conventions and treaties pertaining to the prevention of the ocean pollution and control over the dumping of wastes at sea.

The Executive Committee noted the significance involved, allowing the fact that the situation varies from one port to another, one country to another, and agreed to establish the ad hoc Committee on Dredging. Mr. Tozzoli was asked to lay down the overall framework of the Committee and to report to the 12th Conference the result of Committee's exploration for any further action.

In his letter of May 15, Mr. Tozzoli asked to Messrs F. Kohmura (Nagoya), R.T. Lorimer (Auckland), H. Molenaar (Rotterdam), B.M. Tukur (Nigeria), Sven Ullman (Gothenburg) and Mr. J.M. Wallace (Sydney) to join the Committee, and suggested to gather the information on the present situation whether ports are required to get governmental approval before dredging or disposing of materials, whether particular scientific testing is required, whether any restrictions are imposed on where dredged material may be dumped, and whether ports are aware of the tie between testing requirements or restrictions and the international conventions.

It was indicated, by his letter of May 30 to the Secretary-General, that Col. Herbert Haar of New Orleans would be prepared to attend as an IAPH representative the IMCO September meeting of Marine Environmental Protection Committee. (rin)



1. Executive Committee Members in session



2. Executive Committee Members in session.

Outline of the IAPH 12th Biennial Conference (25th Anniversary)

Tentative Program

Friday, May 22

14:20–17:00 Courtesy Call by IAPH Officers on the Governor of Aichi Prefecture, the Mayor of Nagoya City and the President of Nagoya Chamber of Commerce and Industry

Saturday, May 23

09:00–17:00 Various Committee Meetings
17:00–17:30 Opening of the Exhibition
17:30–18:30 Cocktail offered by the Exhibitors

Sunday, May 24

09:00–12:00 Various Committee Meetings
14:00–16:30 Pre-Conference Joint Meeting of Board of Directors and Executive Committee
18:00–19:00 Cocktail Reception by IAPH Secretary General

Monday, May 25

08:00–08:30 Committee Meeting
08:30–11:00 Official Opening Ceremony and IAPH Silver Jubilee Ceremony
11:30–12:15 IAPH Silver Jubilee Cocktail
12:30–14:00 IAPH Silver Jubilee Luncheon with Speech by Mr. Toru Akiyama, Secretary General Emeritus on "IAPH History"
14:30–17:00 First Plenary Session
17:00–18:00 Meeting of Chairman and Group Leaders of Working Sessions
19:00–21:00 Welcome Reception

Tuesday, May 26

08:30–12:15 No. 1 Working Session
12:30–14:00 Luncheon with Speech by Mr. Shigemitsu Miyake, President, Nagoya Chamber of Commerce and Industry
14:15–15:45 Open Symposia of Technical Committees
16:00–17:30 Bull Session
Evening (undecided)

Wednesday, May 27

08:30–12:15 No. 2 Working Session
12:30–13:30 Lunch
13:30–14:00 Committee Meetings
14:00–16:00 Open Symposium of Committee on Trade Facilitation
Evening Free

Thursday, May 28

07:30–13:30 Technical Visit Tour to Toyota Motor Co., Ltd. by buses (Lunch included)
15:00–16:00 Tree Planting in Commemoration of Nagoya Port Authority's 30th Anniversary at Garden Pier
16:00–18:00 Observation of Port of Nagoya
18:00–18:30 Presentation of "Log-rolling"
18:30–21:00 Pier-Head Reception at Kinjo Pier (Nagoya City International Exhibition Hall)

1. DATE May 23–30, 1981
2. VENUE Nagoya, Japan
(Main Conference Site: Nagoya Kanko Hotel)
3. HOST Nagoya Port Authority
4. CONFERENCE OFFICERS
Conference Patron:
H.I.H. Prince Takamatsu
Honorary President:
Minister of Transport, Japan
Honorary Vice Presidents:
Director-General, Bureau of Ports and Harbors, Ministry of Transport
Director-General, Bureau of Shipping, Ministry of Transport
Honorary Supreme Councilor:
President, Nagoya Conference Promotion Association
Host Councilors:
Mayor of Nagoya
President, Nagoya Chamber of Commerce and Industry
Honorary Host President:
Chairman, Nagoya Port Authority Assembly
Host President:
Yoshiaki Nakaya
President of Nagoya Port Authority
Governor of Aichi Prefecture
President of Organizing Committee of the 12th IAPH Conference
Conference Chairman:
Fumio Kohmura
Executive Vice President of Nagoya Port Authority
Chairman of Organizing Committee of the 12th IAPH Conference
Honorary Vice President of IAPH
5. CONFERENCE THEME
"Port Contribution to Human Prosperity"
6. CONFERENCE LANGUAGES
English
Japanese
7. REGISTRATION FEES (In Japanese Yen)
Regular Members: 90,000
Honorary Members: 0
Founder Honorary Members: 0
Life Supporting Members: 90,000
Associate Members (Class A-D): 120,000
Associate Members (Class E): 90,000
Non Members: 150,000
Temporary Members: 90,000

Friday, May 29

- 08:00–08:45 Committee Meetings
08:45–10:45 Paper Presentation
11:00–12:00 Synthesis Session (General Assembly)
12:15–13:15 Luncheon with Speech by Mr. Nobuhiko Ushiba, Adviser to the Minister for Foreign Affairs
14:00–16:00 Second Plenary Session
17:00–17:30 Press Conference
18:30–21:00 Dinner-Dance hosted by the New President

Saturday, May 30

- 09:00–12:00 Post Conference Joint Meeting of the Board of Directors and Executive Committee to be followed by Executive Committee Meeting

WORKING SESSION

1. THEMES OF WORKING SESSIONS

- No. 1 Working Session: "International Port Co-Operation"
No. 2 Working Session: "Port's Roles in the Regional Development"

2. ORGANIZATION

One of highlights of the Conference will be the Working Session. This will consist of No. 1 Working Session (Tuesday, May 26), No. 2 Working Session (Wednesday, May 27), and the Synthesis Session. In No. 1 and No. 2 Working Sessions the discussion will be organized on the theme of each Working Session. And in the Synthesis Session, the results of No. 1 and No. 2 Working Sessions will be put together and examined further. The final results will be announced at the 2nd Plenary Session as the conclusions of the 12th IAPH Conference, and where necessary action may also be taken in some form.

a) Keynote Speeches (May 26-27)

No. 1 and No. 2 Working Sessions will each begin with a keynote speech.

b) Group Discussion (May 26-27)

After the Keynote Speeches, all participants will divide into five groups for discussion.

- Discussion will follow the set themes.
- Grouping of participants will not be based on their languages.
- At the time of registration, participants may specify a particular group. (The names of group leaders will be listed in the circular.) Such applications will be accepted on a first-come, first-served basis, but if necessary the Organizing Committee may have the liberty to adjust the numbers in each group based on the capacity of each room.

c) Report of the Discussion Results by Group Leaders (May 26-27)

After the group discussions, all participants will gather in the Session Hall (Nago) where the group leaders will report the discussion results and if time allows, discussion may take place chaired by the Working Session chairman. If appropriate, the keynote speaker may also be asked for advice.

d) Synthesis Session (General Assembly, May 29)

At the Synthesis Session the chairmen of No. 1 and No. 2 Working Sessions will present summaries of their sessions, followed by discussion from the floor. Based on this the IAPH President will then give an

overall summary.

- e) These results will be announced at the 2nd Plenary Session (Closing Session), and if necessary some form of action may be taken.
- f) The Working Session schedules are as follows:

No. 1 Working Session on TUESDAY, MAY 26

- 08:30–09:15 Keynote Speech (Nago): General Assembly
09:15–09:30 Break
09:30–11:00 Group Discussions in 5 separate rooms
11:00–11:15 Coffee Break
11:15–12:15 Report of the Discussion Results by Group Leaders: General Assembly

No. 2 Working Session on WEDNESDAY, MAY 27

- 08:30–09:15 Keynote Speech: General Assembly
09:15–09:30 Break
09:30–11:30 Group Discussions in 5 separate rooms
11:00–11:15 Coffee Break
11:15–12:15 Report of the Discussion Results by Group Leaders: General Assembly

IAPH delegates enjoy warm hospitality of Brisbane Port Authority



3. Delegates embark for a post-conference boat cruise to Stradbroke Island on Sunday morning, April 20th.



4. Delegates on board "Island Adventures"



5. Open-air lunch at Stradbroke Island



6. President Bastard (second from left) enjoying after lunch conversation with other members of delegate.

3. KEYNOTE SPEECHES

a) Keynote Speakers

No. 1 Working Session:

Mr. Arthur J. Carmichael, Ports and Aviation Adviser to the World Bank, U.S.A.

No. 2 Working Session:

Director-General, Bureau of Ports and Harbors, Ministry of Transport, Japan

b) Keynote Papers

Preprints of the texts (or summaries) of the Keynote Speeches will be sent to those whose registration forms are received by March 15, 1981. These will be used as advance materials for the participants.

4. CHAIRMAN AND GROUP LEADERS

No. 1 Working Session:

Chairman: Mr. Don Welch, Executive Director, South Carolina State Ports Authority, U.S.A. (subject to confirmation)

Group Leaders: Mr. Pierre Debayles, General Manager, Port Autonome de Bordeaux, France (if Mr. Debayles is not available,)
Mr. Claude Mandray, General Manager, Port Autonome de Rouen, France
Mr. A.B.M. Tukur, General Manager, Nigerian Ports Authority, Nigeria
Mr. W.A. Abernathy, Executive Director, Port of Oakland, U.S.A.
Mr. R.T. Lorimer, General Manager, Auckland Harbour Board, New Zealand
Mr. Yukio Torii, Director-General, Port and Harbor Bureau, Kobe City Government, Japan (if Mr. Torii is not available,)
Mr. Yoshio Takeuchi, Director, Japan Port and Harbor Association, Japan

No. 2 Working Session:

Chairman: Mr. J.P. Davidson, Chairman, Clyde Port Authority, U.K.

Group Leaders: Mr. Eigil Andersen, General Manager, Port of Copenhagen, Denmark (Tentative)
Mr. F.J.N. Spoke, General Manager, Port of Vancouver, Canada

Ir. H. Molenaar, Managing Director, Rotterdam Municipal Port Management, The Netherlands

Group Leaders: Mr. F.M. Wilson, General Manager, Port of Brisbane Authority, Australia
Mr. Michel Pechere, Managing Director, Port Autonome de Dunkerque, France (In case that five group leaders can not be secured,)

Mr. Wong Hung Khim, General Manager, Port of Singapore Authority, Singapore
Mr. J.K. Stuart, Managing Director, British Transport Docks Board, U.K.

BULL SESSION (FREE TALKING WITH EXPERTS)

1. DATE AND PLACE

Tuesday, May 26, 16:00–17:30 (Akebono)

2. The Bull Session (free talking with experts) is a new departure for an IAPH Conference. The aim is to find concrete solutions to particular problems facing individual ports, and at the same time to form closer ties of friendship among the member ports.

3. The following four groups are proposed:

Administration and Management
Engineering
Operations
Financing

4. About five experts in each field will be invited to attend.

5. The Bull Session will have a completely free and relaxed atmosphere, with drinks provided. Participants will be able to come and go freely, whether or not they wish to seek advice or discuss a particular matter. The session will thus afford an opportunity of friendly international exchange of expert knowledge.

6. No record will be taken of the actual contents of the Bull Session.

Bull Session—Experts on four subjects (tentative)

Administration & Management

Mr. E.S. Reed

Executive Port Director

Port of New Orleans, U.S.A.

Mr. J.N. Black
Managing Director
Port of London Authority, U.K.

Mr. Jean Smagghe
General Manager, Port Autonome de
Nantes-St. Nazaire, France

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

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

Dr. E.L. Perry
General Manager
Port of Los Angeles, U.S.A.

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

Engineering

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

Mr. Howard Mann
Consultant
Vancouver, Canada

Mr. J. Dobois
General Manager
Port Autonome du Havre, France

Mr. R.P. Leach
Executive Director
Port of Houston Authority, U.S.A.

Mr. H. Molenaar
Deputy Managing Director
Port of Rotterdam, Netherlands

Mr. Th. F.M. Taen
Consultant, Nijmegen, Netherlands

Mr. G.C. Moulard
General Manager
Port of Saint John., N.B., Canada

Operations

Dr. Karl-Ludwig Monkemeier
Director, Port of Hamburg
Federal Rep. of Germany

Mr. C. van Krimpen
Deputy Managing Director
Port of Rotterdam, Netherlands

Mr. Claude Mandray
General Manager
Port Autonome de Rouen, France

Mr. R.T. Lorimer
General Manager
Auckland Harbour Board, New Zealand

Mr. Bae Kwang Ho
Director General
Incheon District Maritime and Port Authority,
Korea

Mr. R.D. Ford
Executive Director
Port of Seattle, U.S.A.

Mr. Nobuji Shimada
Director, Bureau of Port & Harbor,
Tokyo Metropolitan Government, Japan

Financing

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

Members:

Mr. A.J. Carmichael
Ports and Aviation Adviser to the World Bank,
U.S.A.

Mr. R.N. Hayes
General Manager
Dublin Port & Docks Board, Ireland

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

Mr. Yves Boissereinq
Director, Port Autonome de Marseille, France

Mr. Hirochika Kobayashi
Director-General
Port & Harbor Bureau, City of Yokohama, Japan

OPEN SYMPOSIA (OR OPEN DISCUSSION) OF TECHNICAL COMMITTEES

1. Dates: Tuesday, May 26, 14:15–15:45
Wednesday, May 27, 14:00–16:00
2. The works of the Technical Committees are the core of IAPH activities and although the results of the past two years' work will be reported by the Committee Chairmen at the first Plenary Session, it seems essential to take this opportunity to invite the participation of membership in general of the Committees, so that they bear more fruits in each Committee field for the benefit of the total membership.
3. We plan to hold Open Symposia and Open Symposium followingly.
Tuesday: Open Symposia for all of the Technical Committees except Committee on Trade Facilitation simultaneously.
Wednesday: Open Symposium for Committee on Trade Facilitation chaired by Mr. Robert L.M. Vleugels
4. In Committee on Trade Facilitation, according to a suggestion by Mr. Raven, Vice-Chairman, SITPRO, U.K. Board, those international organizations like CCC, ICS, ICC and others will be invited to give presentations.

Voluntary contributions of papers

Under the following conditions, papers to the 12th Conference will be invited.

- a) Any participant can contribute his paper on any port-related subject to the Conference.
- b) Those who wish to do so must send their typewritten texts to the Organizing Committee by the end of November, 1980.
- c) Organizing Committee will print all those papers so contributed and distribute them to the participants at the time of registration.

- d) Papers to be read at the Assembly on Friday, May 29 (08:45–10:45) 1981, will be selected by the Organizing Committee, with consultation with the Head Office.
- e) Authors thus selected will be notified by the Organizing Committee of the result by the end of February 1981.

Ceremonies

IAPH Silver Jubilee Events

The 12th Conference in Nagoya falling in with 25th Anniversary of the founding of IAPH, the following functions are planned.

1. IAPH Silver Jubilee Ceremony, Monday, May 25

Following the opening ceremony of the Conference, commendations of meritorious services to the Associations will be held.

After the commendation, Viscount Simon, IAPH Past President (May 1965-May 1967) will deliver a commemorative speech as a guest speaker.

2. Silver Jubilee Luncheon with Speech by Mr. Toru Akiyama, Secretary-General Emeritus on "IAPH History"
3. Silver Jubilee Commemorating Publication: a brochure "History of IAPH"
4. Memorial services for two initiators of IAPH, the late Mr. Gaku Matsumoto and the late Dr. Chujiro Haraguchi by IAPH Officers to be held prior to the opening of the Conference.

30th Anniversary of Nagoya Port Authority, Thursday, May 28

As the 12th Conference will coincide with the 30th Anniversary of the Nagoya Port Authority, the occasion will be commemorated by a tree planting ceremony at a Garden Pier being now created at No. 2 Area of Port of Nagoya.

Proceedings of the Opening Ceremony and Silver Jubilee Ceremony

Date and Place: Monday 25, May (Nago)

08:30–11:00

- 1) National Anthem
- 2) Host President opens the Ceremony and introduces H.I.H. Prince Takamatsu
- 3) Address by H.I.H. Prince Takamatsu—Declaration of the Opening of the Conference
- 4) Address by Minister of Transport
- 5) Address by Mayor of Nagoya City
- 6) Introduction of VIPs by Conference Chairman
- 7) Introduction of Messages from Friendly Organizations
- 8) Address by IAPH President
- 9) Announcement of Conference Committees by IAPH President
- 10) Host President closes the Ceremony
- 11) IAPH President opens Silver Jubilee Ceremony
- 12) Congratulatory Address by a Guest of Honor
- 13) Commendation of Persons of Meritorious Services
- 14) Commemorative Address by Viscount Simon

11:30–12:15

IAPH Silver Jubilee Cocktail (Akebono)

12:30–14:00

IAPH Silver Jubilee Luncheon with Speech by Mr. Toru Akiyama, Secretary-General Emeritus on "IAPH History"

Int'l Year of Disabled Persons 1981

In his letter of May 8, 1980, Mr. Z.L. N'Kanza, Executive Secretary, International Year of Disabled Persons 1981, requested the IAPH Secretary-General to support the activities of the IYDP 1981 which is aimed at proclaiming 1981 as the International Year of Disabled Persons to bring about changes in attitudes and policies through concentration and harmonization of efforts towards disability prevention and rehabilitation of disabled persons, and further requested IAPH to return comments and views by the end of May 1980.

Stipulated in his letter was the UN Recommendation addressed to people engaged in the fields of passenger transportation, contained in the UN resolution adopted by the UN General Assembly regarding the Int'l Year of Disabled Persons (Ref: A/34/154 & 158), which read as follows:—

"Steps should be taken to encourage the adoption of measures by which international passenger transport (aeroplanes, buses, ferries, trains and ships) as well as the facilities used for them (such as airport buildings, terminals for aeroplanes, buses, ferries and ships, as well as railway stations) could be made accessible to all, including disabled persons using a wheelchair, the blind, the deaf and others who have problems in using such means of transport".

In the circumstances, the Secretary-General brought the matter to the attention of the President and Members of the Executive Committee, together with a suggestion to place the matter before all regular members of the Association so that IAPH members would know the UN recommendation and contribute to the UN activity for IYDP by adopting an IAPH resolution in support of the Recommendation. Also suggested was that the matter be further studied by the IAPH Committee on Community Relations (Dr. J. Bax, Chairman) and to prepare necessary recommendations for us.

On May 29, the Secretary-General, after receiving affirmative responses from President, Vice-Presidents and Exco members, telexed back to Vienna International Centre where Mr. Z.L. N'Kanza's office is located, and stated that the IAPH would be submitting a resolution in support of the UN recommendations, together with an IAPH position paper as a proof of IAPH preparedness.

The IAPH position paper, which will be further studied and expanded by Dr. J. Bax and his Committee on Communication Relations, reads as follows:—

IAPH Position Paper

In Support of the UN Recommendations for Disabled Persons' Use of Facilities for Transportation

WHEREAS, THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, carries the task of developing and fostering good relation and collaboration among all ports and harbors of the world,

WHEREAS, the Association deems it necessary to promote and increase the efficiency of ports and harbors by exchanging information relative to new techniques or technologies on port development, organization, administration and management,

WHEREAS, the Association has been functioning for the advancement of international friendship and understanding and the growth of waterborne commerce,

WHEREAS, the Association believes that the roles played by each port and harbor of the world, irrespective of its location or size, whether or not it serves international traffic, are essentially necessary for the smooth movement of passengers or commodities between one point and another, and are the vitally important social infrastructure in the daily life of the people and economy of the community where the port is located,

WHEREAS, the Association confirms that each port and harbor of the world works for the fulfillment of the responsibility endowed onto it and seeks every opportunity to improve the system and facilities located within ports by gathering the expertise and experience accumulated and obtained through communication with others; now therefore,

BE IT RESOLVED, on this _____ day of _____, 1980, at its extraordinary meeting of all regular members of the Association by means of correspondence, that the Association respects the spirit of the recommendation of the United Nations, for its International Year for Disabled Persons, which reads as follows:—

“Steps should be taken to encourage the adoption of measures by which passenger transport (Aeroplanes, buses, ferries, trains and ships) as well as the facilities used for them (such as airport buildings, terminals for aeroplanes, buses, ferries and ships, as well as railway stations) could be made accessible to all, including disabled persons using a wheelchair, the blind, the deaf and others who have problems in using such means of transport”.

AND, BE IT FURTHER RESOLVED that the Association urges all people who are involved in port related activities, administration, management, development, planning, and or operations, to observe the spirit and to facilitate the materialization and realization, and advancement of such facilities.

Result of studies and recommendations to be reported by Dr. J. Bax of IAPH Committee on Community Relations will be placed before the attention of regular members at its meeting by correspondence to be organized sometime during an early part of September or the latter part of August so that the Association's position can be expressed to the United Nations. (rin)

Closing date for your application to IAPH Award Scheme 1980 is near

— Your entry must arrive by September 1st —

Invitation to the IAPH Award Scheme 1980 has been announced through the November 1979 edition of this journal and a poster advertising the Competition and the Conditions of Entry.

As of May 31, 1980, 3 month before the closing date, 7 entries were received so far at the Tokyo Head Office. They are from:

Mr. U.O. Kalu, Nigerian Ports Authority
Mr. Victor Ike Uche Dunwu, Nigerian Ports Authority
Mr. G.N. Mbha, Nigerian Ports Authority
Mr. Efiang E. Odiong, Nigerian Ports Authority
Mr. Kolli Venkata Rao, Vesakhapatnam, India
Mr. Surendra Kumar, New Mangalore Port Trust, India
Mr. Hilarius Opiyo, Kenya Ports Authority

The IAPH Committee on International Port Development, the organizer of this aid program, now appeals to those challenging port personnel in developing countries

that they shouldn't lose this wonderful opportunity and send in their entries by the closing date—September 1, 1980.

Conditions for entry

1. Suggestions regarding how the efficiency of your port (or ports in general) could be improved should be presented in English, French or Spanish typewritten, and submitted to the Secretary General, The International Association of Ports and Harbors, Kotohira-Kaikan Building, 2-8, Toranomon 1-chome, Minato-ku, Tokyo 105, Japan.
2. Suggestions may cover any aspect of the administration, planning or operations of ports, such as improving productivity or the utilization and maintenance of equipment and storage areas, reducing delays and damage to cargo, etc. An attempt should be made to quantify the benefits which would result from the suggested improvement together with the costs (if any) involved.
3. Entries may be made either by individuals or small groups.
4. Entries will be judged by a panel of experts appointed by the Executive Committee of IAPH.
5. The First Prize for the winning entry will be:
 - (i) A silver medal from the IAPH.
 - (ii) US\$750 (or the equivalent in local currency).
 - (iii) An invitation, including travelling costs and hotel accommodation to attend the 12th Biennial Conference of IAPH, May 1981 in Nagoya, Japan.
6. In addition to the First Prize, Second, Third and Fourth prizes of US\$450, US\$350 and US\$250 will be awarded to the next best entries.
7. Additional prizes of US\$100 each will be awarded to any other entries judged by the panel to be of a sufficiently high standard.
8. A winning entry may be subject to publication in the Ports and Harbors Magazine.
9. The closing date for receipt of entries is 1st September, 1980.

Mr. Mayne to attend ESCAP Meeting of Shipping, Shippers and Ports

In response to the ESCAP invitation, expressed by Mr. D. Koludrovic, Chief, Division for Shipping, Ports and Inland Waterways, dated May 1, 1980, Mr. A.S. Mayne, IAPH 1st Vice-President (Chairman: The Port of Melbourne Authority), replied that he would be attending ESCAP's Bangkok meeting of "Port Planning and Cooperation for the Improvement of Shipping Services" which will be held on September 3, following the meetings of chief executives of shippers' organizations and shipowners' associations arranged on 1 and 2 September.

According to the information, this first meeting was intended to widen the scope, and to complete the concept of joint planning for the improvement of shipping services in the region, based upon the recommendations expressed by the ESCAP's Joint Working Group on Cooperation between Shippers and Shipowners, held on April 18, 1980, of ESCAP's long time action item "Ship Users' Cooperation Project (SUCOP)".

The Recommendations state as follows:—

1. Representatives of port authorities be invited to participate in these joint meetings in order that users and management of port facilities should have a common

forum for the exchange of views; pilot studies of individual ports such as Calcutta-Haldia, Chittagong and Bangkok be initiated by the ESCAP secretariat;

2. All matter of mutual interest should be taken up for discussion in such meetings, such as:

- i) port development, e.g. cargo handling equipment and facilities; infrastructure including road, rail and river;
- ii) traffic facilitation including documentation and customs procedures;
- iii) data information system including standard port statistics and traffic surveys where necessary;
- iv) international conventions including intermodal transport, cargo insurance, etc;
- v) technological innovations in shipping, ports and related handling and transport systems;
- vi) specific cost areas viz. port expenses, fuel prices, interest rates and exchange rates;
- vii) planning and development of shipping services;
- viii) joint training in international trade and in the planning and management of shipping services.

For the attention of IAPH regular member, the matter has been circulated from the head office asking for their willingness of attending the meeting or presenting comments, opinions. Replies gathered at the head office were telexed to ESCAP on May 31, 1980. (rin)

Indian members' increasing strength in IAPH membership

In the past two years, 4 new Indian ports, namely, Bombay, Cochin, Kandla and Visakhapatnam Port, became regular member, through the guidance and good offices of the Ministry of Shipping and Transport, a long time regular member of IAPH, and those of the Indian Ports Association, Class B Associate member of the Association.

This edition features, although briefly, the profile of these newly joined Indian ports on page 46.

Edson B. Gerks Memorial Fund

The Head Office received a letter from the State of Connecticut, USA, to inform us of the recent establishment of a scholarship fund in memory of the late Mr. Edson B. Gerks who had been a member of IAPH since 1966 and a marine commerce specialist in the state Department of Economic Development, and at the same time to draw IAPH members' attention to this project.

The letter from the State of Connecticut follows.

April 2, 1980

Dear Friends of Ed Gerks:

It is with great sorrow that we inform you of the sudden death of Edson B. Gerks, longtime marine commerce and transportation specialist at the Connecticut Department of Economic Development.

Mr. Gerks, 71, died of a heart attack while at the office on March 14, 1980.

He joined the department in June, 1968, and was responsible for promoting waterborne commerce, recreational boating, commercial fishing, oceanography, and other transportation improvements.

Previously, Mr. Gerks was staff consultant for six years in the marine terminal division of James C. Buckley, Inc. of New York City. He gathered data on developing seaports and once spent two years in Turkey for the firm analyzing Turkish seaports. He left the firm in December, 1967 to

work for himself as a marine consultant.

He was a member of the International Association of Ports and Harbors, the International Cargo Handling Coordination Association, the Traffic Club of New York, the Foreign Commerce Club of New York, and the University Club of Hartford.

Since there are no members of Mr. Gerks' family in the area, his co-workers have established a scholarship fund for the use of a student in transportation studies at the Institute of Transportation at the University of Connecticut.

If any of your members or readers are interested in contributing to the fund, checks should be made payable to the "Edson B. Gerks Memorial Fund." Contributions should be sent to the fund in care of David C. Driver, Executive Assistant, Connecticut Department of Economic Development, 210 Washington Street, Hartford, CT 06106.

Thank you for your consideration.

Sincerely,

David C. Driver
Executive Assistant
(203) 566-4094

Membership Notes

Regular Members

Nagoya Container Berth Co., Ltd.

Meiko Building, 4-6, Irifune 2-chome, Minato-ku
Nagoya 455, Japan
Phone 052-651-2381
(Mr. Fumio Kohmura, President)

Cochin Port Trust

Cochin - 682 003, India
Phone: 6268
Telex: 0885 203 PORT IN
Cable: 'PORT Trust' Cochin
(Mr. U. Mahabala Rao, I.A.S., Chairman)

Associate Members

William Bremner of Blain Bremner & Williams Pty. Ltd.

(Class A)
P.O. Box 457, Rockhampton 4700, Australia
Phone: 079-274611
(Mr. W. Bremner, Director)

Intraports Systems Pty. Ltd. (Class A)

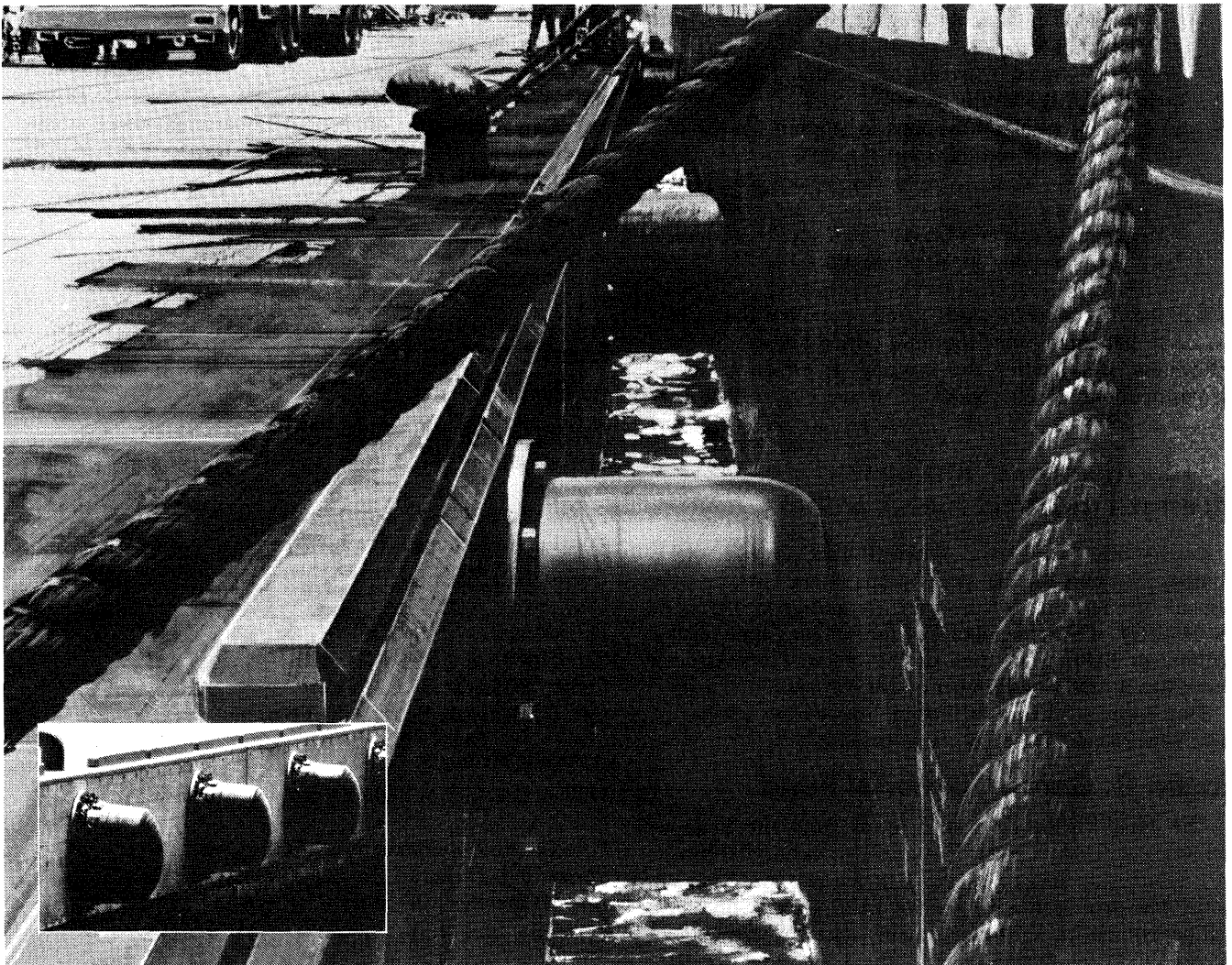
6 Clark Avenue, Glen Waverley, Victoria, 3150, Australia
Phone: 560-3356
Cable: INTRAPORTS MELBOURNE
(Mr. Richard D. Barclay, Managing Director)

Correction

On page 28 of the last (June) issue, the "Principal Organs and Subsidiary Committees of IMCO" was printed with an incomplete reproduction of the extreme left section of "Sub Committees of the Maritime Safety Committee". The missing part should have read as printed here.

Ship Design and Equipment	Subdivision Stability and Load Lines
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Air Block Fenders Assure Perfect Berthing & Mooring



Developed by Yokohama Rubber, ABF's (Air Block Fenders) are epoch-making pneumatic rubber fenders featuring bolt installation on the quay wall.

The low reaction force of ABF's assure less stress to quay wall and vessel, inclined berthing can be enlarged, while contact pressure performance is outstanding.

ABF's are excellent against rolling, swaying, yawing and all other forceful movements of wind and waves.

This means maximum safety and shock-protection whether berthing or mooring—with no possibility of

damage to the ship hull or berthing structure.

Several years of severe testing in Japan under adverse conditions has proven the quality and performance of this important harbor equipment.

An additional advantage is that problems inherent in solid type fenders are solved by the new ABF design.

Yokohama Rubber's ABF's are the most advanced types available today. They enjoy wide use and give users complete satisfaction.



For further information, please contact your local agent of Yokohama Marine Products or write to;

THE YOKOHAMA RUBBER COMPANY LTD.

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HOUSTON OFFICE: One Houston Center, Suite 1910 Houston, Texas 77002 U.S.A. Tel: 713-654-8123 Telex: 77-5472 YOKORUCO HOU

LONDON OFFICE: 3rd Floor Standbrook House, 2-5, Old Bond, Street London W1X3T.B, England. Tel: 01-499-7134/5 Telex: 885223 YOKOCO G

Open forum: Port releases:

International Trade Facilitation — Customs role

**By Mr. J.A. Raven, Vice-President,
SITPRO U.K. Board (Special Advisor
to the Committee on Trade
Facilitation, IAPH)**

(Reprinted from "Newsletter, Customs Co-operation Council, Brussels, January 1980): When organized international trade facilitation work began about ten years ago the general assumption of most commercial people was that Customs intervention was the largest single cause of frustration, delay and complication in international goods movement.

It is easy to see how this impression arose. As modern transport techniques pulled ahead of 19th Century documentation systems and because of the difficulties of securing the necessary international and intersectoral agreement to any procedural changes the relatively modest information requirements of most Customs authorities began to represent a very special difficulty for traders and transport operators. Although the total amount of data asked for was as a rule by no means excessive it had to be absolutely accurate and was demanded with all the authority of a government department at times and places chosen in the main to suit that department itself in relation to a pattern of physical movement and a set of trading habits which had largely disappeared.

From the Customs point of view the situation presented some apparently insoluble difficulties. Most of the delays in Customs procedures tended to spring from errors in the information supplied to them or from delays in giving them complete information. Their own activities seemed relatively well organized; those of the people with whom they had to deal very much less so. An added problem was that there was a great variety of practices in most of the world's major shipping ports and these made it difficult for a national Customs authority to know exactly how its own procedures were operating locally, much less bring about the necessary radical changes from a single central point.

In any event no two shippers, forwarders or carriers seemed to have the same idea of what changes were in fact desirable.

It is just this sort of situation which led to the establishment of international trade facilitation organizations in individual countries and the rapid growth of consultative and co-operative arrangements at the international level.

The situation in many countries is now greatly improved. Customs authorities have been willing and able to adapt their procedures to meet the new requirements of through transport and some of the most interesting advances in computerization—LACES in the UK and SOFI in France have derived important central impetus and encouragement from national Customs authorities.

In most countries which have international trade facilitation Committees national Customs play an important part in their policies and activities but most of the main progress so far in the Customs contribution to international trade facilitation has come from the Customs Co-operation Council. The basic concept of that Council—international consultation and co-operation in Customs activities—ensures it a major part in an overall world network of co-operating international trade facilitation bodies. The possibility of securing the support and, on occasions, leadership of an organization representing a large majority of national Customs authorities in the world is a great asset to our work and as one would expect a little research shows that before the phrase "international trade facilitation" was coined the CCC had already been carrying out important practical functions under this head. Its sponsorship of some major international Conventions, its establishment of a basic central goods classification—originally the BTN and now the CCCN—and the work on agreed systems of valuation all demonstrate practical facilitation achievements.

An important decision was taken in 1970 to open up the then BTN to complete review so that it could serve a single international classification code for a variety of non-Customs purposes and the subsequent move to set up a special sub-Committee of the Permanent Technical Committee to exchange views not only among CCC Members but with outside organizations on major Customs computer applications. Both these developments have been greatly welcomed by all those in international trade facilitation.

The role of Customs in international trade would in any event have been changed. Successive GATT rounds have now reduced tariff levels, and hence Customs duty collection, in many countries to very low levels. If it were not for the fact that Customs have other duties to perform than mere revenue collection there would now in many countries be strong doubt as to whether the upkeep of a Customs authority is justified. A rather more complex situation arises in free trade areas and common market arrangements where there may be no revenue whatsoever as between member states but continuing duty collection responsibilities in respect of goods from outside the area or market. Another element of change is the rapidly extending use of computers.

In line with the growth of computerization in trade and traffic, it is to be hoped that the Customs will generally be willing to review all their existing procedures, manual or automated, to make sure that they are meeting new transport systems effectively. Practical experience suggests that this means a range of options as to the place of Customs clearance stretching from the sea or airport itself through inland depots to clearance at the exporter's or importer's own premises and an extension of Customs services at

(Continued on next page bottom)

Annual Report 1980 (Extracts): Hamilton Harbour Commissioners

1. Chairman's Report (extract)

The success that I report this year reinforces the aspect of need for expanded growth in an ever-changing world market place. In this context I am pleased to report excellent progress on the implementation of the Port Master Plan initiated in 1978. The plan embraces development for trade and recreational uses within the harbour, a most valued natural resource.

Within the framework of our Port Master Plan it is gratifying to announce the completion and adoption of the East Port Industrial Park Development Plan prepared by the Commissioners' Consulting Engineers. The plan has been most enthusiastically received by the Hamilton Wentworth Regional Government and the City of Hamilton. It provides a comprehensive development strategy for Piers 25, 26 and 27 located in the extreme east end of the harbour. This

important commercial development will provide new docks and harbour facilities for marine oriented shipping operations as well as associated commercial activities. The sites will be fully serviced and conveniently linked with rail lines and major transportation arteries.

The site preparation work progressed well during 1979 and construction at the Pier 25 portion of the project is on stream for 1981. Eventually, 124 acres of land will be available. Our other major harbour construction work currently underway at Piers 12 and 13 continued on schedule during the year. A new 800 foot seaway draft berth will be constructed in time for the 1980 shipping season. The successful progress of our planning policies, coupled with the port's ability to compete successfully in the ever-increasing competitive atmosphere existing among ports throughout Canada supports our optimism for the port's endeavours in 1980.

certain key points to cover the very extended working day—often 24 hours—which has become customary in some high investment transport or trading operations.

Similarly many national Customs have long been the channel through which other government departments seek information or impose regulations. Some of these requirements—narcotics control, safety and health regulations, have obvious permanent justification but others, notably the collection of statistics, are often questioned by commercial people even though some of the statistics are requested by business itself.

Generally speaking statistics called for by Customs should be a by-product of the information which they have to obtain for other more essential purposes. Statistics which require special effort on the part of the shipper should be particularly suspect.

Given that Customs authorities are likely to be open to growing commercial criticism as duty collection diminishes and statistical collection comes into greater relative prominence it is hoped that the CCC might encourage Members to review their statistical requirements and exercise gentle pressure upon central government to reduce those currently in force and take up a more unsympathetic attitude to any new requirements.

At the moment Customs are at the watershed in international trade facilitation. They are losing much of their old authority as their revenue collection responsibilities fall. On the other hand people in facilitation know the value of having a single, well equipped, technically expert and authoritative organization in each country intimately concerned with international trade and with a long experience of its functions. One of the great problems of facilitation is that in many areas of commercial practice there is no central control point. Customs provide something closely approximated to such a control because of their ability to enforce revenue requirements. We believe that much of the success of our future work will depend upon Customs retaining a good deal of that authority but using it so as to reinforce the case for standardization, harmonization and simplification.

It is particularly necessary for Customs to see their interests spreading beyond the strict limit of their responsibilities. In most countries with aligned documentary systems Customs have co-operated fully in aligning their own essential forms. That is not enough however. Even aligned forms get badly filled in or separately completed. The essence of an aligned system is the elimination of error and the saving of time and money by producing all necessary forms on a single run of a mechanical copier. Customs therefore—plagued by the present error rate which will be even more frustrating in moves towards computerization—have a real interest in helping the general promotion of the aligned system. Similarly many national Customs authorities are moving steadily forward on a policy of reform and review which has very good public relations effects, but the status of the Customs intervention is still depressed because of a small number of other countries where there is enormous inefficiency in the Customs field.

There is little point in facilitation Committees cutting two or three hours off clearance times in developed economies if at the other end of its transit the consignment spends three weeks waiting for import clearance.

The most acute frontier and port congestion problems are rapidly becoming notorious international trade scandals and one might suggest that the Customs Co-operation Council has a serious public relations task in taking urgent action through a range of assistance—crash educational courses, specialist advice, promotion of simplified procedures—to reduce these massive and all too obvious obstacles of world trade.

It must be remembered that import congestion always means handicaps on exports and that the cost of both sets of delay falls ultimately upon consumers and producers in the country where the congestion occurs. There is much to be done in day-to-day CCC administration and influence but this should not restrict the Council from taking an early urgent interest in some of the major acute problems which people in world trade still widely identify with Customs clearance delays.

Growth at the Port of Hamilton is exemplified by the fact that the total annual tonnage handled through the port increased to a new record high of 14,875,971 metric tons. The income from this very successful operating year reflected exceptional high revenues resulting in a net excess of revenue over expenses of \$783,578.00.

The strengthening of the port's position also benefits the area in general by helping to broaden the base of our community-oriented activities.

In the field of pollution control the Hamilton Spill Control Group, a voluntary organization comprising 18 companies is co-ordinated by the Hamilton Harbour Commissioners. Because of our concerns for the environment the Commissioners have taken the lead in spill control. The Group held a simulated spill containment and clean-up exercise in Bronte and Sheldon Creeks last June. The knowledge gained from these exercises is invaluable. This highly organized and trained Group become the first line of defence in the event of a marine or shoreline accident resulting in a spill.

To foster and encourage recreational boating in the harbour the Commissioners expanded its Sailing School program so that it is now available to all who wish to learn to sail. In addition, a special program was introduced for the handicapped in recognition of our awareness of community needs.

The port was host to hundreds of Hamiltonians and others who participated in the ever popular harbour cruises and interesting tours of the port operations and activities.

The creation of another small park facility, including picnic tables and barbecue pits was also opened for public use in 1979. The park is located in the passive prime west harbour area overlooking marinas, the sailing facilities of the Royal Hamilton Yacht Club and the Leander Rowing Club.

Hamilton harbour is a very important element in the life of the community as a recreational resource and as a source of economic stability to the whole of the region. By what it has achieved gives promise that the Port of Hamilton is destined to maintain its prominent place among the more progressive seaway ports. I am secure in the knowledge that as Hamilton harbour grows, so grows the City of Hamilton and the Region of Hamilton Wentworth.

The Commissioners have been fortunate in having an excellent relationship with the transportation industry in general. This coupled with the support of the people who use the Harbour helped make 1979 an outstanding year.

John L. Agro, Q.C.
Chairman
Hamilton Harbour Commissioners

2. Balance Sheet as at December 31, 1979

ASSETS	
CURRENT	\$ 1,330,322
INVESTMENTS APPROPRIATED FOR FUTURE HARBOUR IMPROVEMENTS	3,000,000
DEFERRED ACCOUNTS RECEIVABLE	5,507
FIXED	
Land, docks and harbour improvements	17,962,997
Buildings	5,736,917
Equipment and vessels	<u>2,630,435</u>
	26,330,349
Less accumulated depreciation	<u>11,432,987</u>
	14,897,362
Capital development in progress	<u>3,337,146</u>
	<u>18,234,508</u>
	<u>\$22,570,337</u>

LIABILITIES	
CURRENT	\$ 554,495
LONG-TERM	<u>1,886,696</u>
	2,441,191

CAPITAL	
GENERAL CAPITAL	17,129,146
ALLOCATION FOR FUTURE HARBOUR IMPROVEMENTS	<u>3,000,000</u>
	<u>20,129,146</u>
	<u>\$22,570,337</u>

3. Operating Statement

REVENUE	
Terminal income	\$ 1,733,306
Harbour operations	939,686
Marine dockyard income	550,557
Rental income	1,313,755
Other income	<u>513,133</u>
	\$ 5,050,437
EXPENSES	
(Depreciation)	<u>(734,435)</u>
	<u>4,266,859</u>
EXCESS OF REVENUE OVER EXPENSES FOR THE YEAR	
	<u>\$ 783,578</u>

Annual Report 1978/79: Israel Ports Authority (Extracts)

1. General Review

The year under review was marked by the expansion of operational activity in the ports as a result of a substantial—15 percent—growth of cargo traffic; the increase involved all types of cargoes—containerized, bulk and conventional.

The end of the fiscal year 1978/79 found the Israeli Ports Authority with a budget surplus, notwithstanding investments of IL 330 m out of its own resources in ports development work and equipment purchase; also during the year under review, IL 143 m were repaid in settlement of debts, thereof 119 million to the Government on account of loans for initial acquisition and development of the ports.

Cargo Traffic

During 1978/79, the volume of cargo traffic through the Authority's ports rose by 15 percent over the previous year's figure and reached 10.9 m tons net. Exports were up by 5 percent, totalling 4.9 m tons while imports increased by 24 percent to 6 m tons.

An analysis of the commodities shows a growth of approximately 20 percent in conventional general cargo; container traffic, too, continued to expand and came to about two million tons carried in 257,000 TEUs.

Bulk shipments, accounting for half of the entire ports turnover, totalled 5.5 m tons —i.e. 17 percent more than the year before; of this amount, nearly 89 percent were handled via the automatic bulk handling installations, the remainder by shorecrane and grab.

The increase in traffic made itself felt mainly in the realm of employment, owing to the pressure caused by the mounting traffic of non-containerized general cargo which, by its nature, is labour consuming. This unforeseen stress as well as the shift in cargo traffic from Eilat to the Mediterranean Ports via the Suez Canal, caused during the winter (January-March 1979) some queuing up of vessels working or waiting at Haifa and Ashdod. Towards the end of the season, and thanks to emergency measures taken by the Authority, the treat of congestion was overcome.

During the year under review, Haifa Port handled 51 percent of the ports' total turnover (53 percent the preceding year), loading and unloading 5.5 m tons, i.e. 12 percent more than in 1977/78.

Ashdod's share went up from 36 percent last year to 40 percent in 1978/79. The port handled four million tons, which represents a 26 percent increase over the previous year.

Eilat handled 9 percent of the Country's total (as against 11 percent in 1977/78): approximately one million tons—6 percent below last year's turnover.

In order to maintain such a volume of shipping via Eilat as will ensure the orderly functioning of that Port, the Authority has taken intensive steps to bolster the cargo traffic; these relate to three principal issues:—

- a system of incentives aiming at reconciling the extra cost of overland transportation with the freight differential of the Suez Canal route;
- the establishment of an inland cargo terminal at Nahal

Zin;

- the joint operation of a trucking service with the ZIM Navigation Co., in order to improve road transportation to and from Eilat Port.

The above measures have, in fact, prevented a steep decline of traffic in the wake of the opening of the Suez Route to Israeli cargoes. The Authority has thus been able to assure the continuing smooth operation of Eilat Port—with all the national significance involved therein. Already, as a result of these efforts, the situation has improved and during the first five months of the new fiscal year (1979/80) cargo traffic via Eilat increased by 23 percent over the correspondent period of the preceding year.

Container Traffic

In the year under review, container traffic topped last year's total by 29 percent, with 257,000 TEUs passing through the Authority's ports.

The share of containerized tonnage in the ports' total general cargo traffic remained unchanged at 46 percent.

Employment and Manpower

Throughout 1978/79 the policy continued of strictly adapting the size of the staff to operational requirements, and this year establishments were cut by 202—i.e. six percent of the work force. By the end of the year, the Authority's personnel numbered 3983, of these 3899 permanently employed.

This cutback in manpower notwithstanding the 19 percent increase in the labour-intensive general cargo traffic was made possible by a simultaneous improvement in the ports' efficiency.

In the year under review, a daily average of 70 gangs were employed in loading/discharge operations.

Training, during the year, focussed on developing the operational skills required in the ports, but also included activities aimed at raising standards of technical knowledge and general education. Altogether, 1498 employees from all the Authority's departments took part in courses and other training events.

Progress continued in the fields of work norms and incentives, organizational reforms, and the functional planning of the ports' specialized terminals.

As regards the container facilities, headway was made in the organizational planning towards the opening of the Haifa East Terminal; planning also continued for the re-organization of both port and inland terminal at Ashdod.

In the field of work safety, the year under review witnessed a remarkable drop in the number of work accidents in the ports (27 percent in frequency, 32 percent in severity). In all the three ports special safety training was given to nearly 600 workers with a view to enhancing safety-mindedness and accident prevention.

Port Development and Equipment

The Report asserts that sport development during 1978/79 centered on the perfection and development of cargo handling equipment in the ports, on the transition to

progressive port technology, more modern appliances and plant, as well as on generally making the ports meet the demands of the Country's economy.

Most prominent among the development activities were the construction of the new Haifa East container terminal and the development of the bulk handling installations of Ashdod Port. In the field of equipment, this year, too, the trend continued of scrapping obsolete gear and replacing it with more advanced equipment.

Total investments in development and equipment during 1978/79 amounted to IL 330 m which were provided from the Authority's funds. Of this sum, IL 144 m were allocated to constructions and installations in Haifa Port, IL 58 m to Ashdod and IL 3 m to Eilat. In addition, IL 74 m worth of handling equipment was purchased for the three ports.

The Financial Statements

The financial statements published in the Annual Report reveal that during the fiscal year 1978/79 the revenues of the Authority and its ports totalled IL 2374 million—an increase of 76 percent over the previous year's figure, whilst expenditure rose by 73 percent to IL 2320 m. (The real growth of expenditure—after deducting the C.o.L. rise—was 14 percent). The Authority, thus, emerged with a budgetary surplus of IL 54 m which was transferred to the tariff regulation fund.

As for the individual ports, Haifa Port ended the year with a surplus of IL 33 m while Ashdod and Eilat were left with deficits of IL 46 m and IL 38 m respectively. The real deficit of Ashdod Port decreased, actually, by half, compared with the preceding year; this is attributable to the expansion of cargo traffic in 1978/79 and simultaneous reduction of manpower. At Eilat Port, the large deficit was due to the 6 percent drop in the traffic volume as well as to the winding up of the activities of the Katza Oil Company—a fact which adversely affected the Port's revenue.

Cargo Forecast

The Annual Report, 1978/79 presents a cargo forecast for the coming year 1979/80 as well as a five-year prognosis up till 1982/83.

The forecast predicts that during the coming year total cargo traffic will grow by about 35 percent and will reach nearly 15 million tons.

A 34 percent growth of bulk traffic is anticipated which will amount to 7.3 m to in 1982/83. Container traffic will increase by 61 percent, totalling 3.2 m tons carried in about 400,000 TEUs. Conventional cargo traffic, too, is seen to expand by 33 percent—not including citrus shipments from the ports which are expected to increase by approximately 6.5 percent.

2. Statement of Revenue and Expenditure for the Year ended March 31st, 1979

	(in IL. Thousands)	
	Total	
	1978/79	1977/8
Revenue		
Wharfage dues	1,185,630	635,329
Services to Cargo	976,462	578,724
Services to Ships	131,816	77,997
Other services	20,719	15,219
Sundry	53,554	37,428
Transfer of wharfage dues to ports for:		
Increases in handling costs		
Security expenses		
Promotion of overland transportation		
Total Revenue	2,368,181	1,344,697
Expenditure		
(Depreciation)	(383,913)	(236,821)
(Imputed interest)	(410,469)	(253,118)
Total Expenditure	2,312,384	1,336,387
Surplus from operations	55,797	8,310
Surplus from sale assets	(2,191)	552
Surplus for the year	53,606	8,362

3. Balance Sheet as at March 31st, 1979

	(in IL. Thousands)	
	1979	1978
Fixed Assets	5,120,477	3,074,460
Investments	1,605,097	693,849
Current Assets	251,573	202,252
	<u>6,977,147</u>	<u>3,970,561</u>
Reserves	5,707,116	2,994,649
Provision	3,252,353	1,881,024
Less: Amounts deposited	3,252,353	1,881,024
Long Term Liabilities	818,724	722,726
Less—current maturities	118,090	95,493
Current Liabilities	569,397	348,679
	<u>6,977,147</u>	<u>3,970,561</u>

(Turned back from page 48)

rest between two transports, mostly in ports. To fill this gap and regulate the conditions and liability between the terminal operator—which might be a Port Authority or a stevedoring company—, and the customers, a draft convention has been worked out by a working group. IAPH has an observer in this working group. The draft convention has recently been distributed to the Board of Directors for their views and comments. If a convention can not be agreed upon, which for various reasons will be more and more difficult in the future, some international organization like ICC (International Chamber of Commerce), CMI (Committee Maritime International) with the cooperation of IAPH and other organizations will try to present general conditions to be sponsored and recommended by these international organizations.

Annual Report 1978-79: Port of Melbourne Authority (Extracts)

1. Chairman's Review

The prosperity of a nation is vitally linked to its ports. Fluctuations in trade, economic conditions in both the rural and manufacturing sectors, and changes in shipping patterns are all factors which affect the success or otherwise of a Port's operations. Conversely the ability of a Port to provide facilities attractive to shippers, and to encourage additional trade across its areas, must, in the long term, be beneficial to the community it serves.

The Port of Melbourne has been noted for introducing world-class facilities, not only to cater for immediate needs but those of the future. The successful performance of the Port over the years, through which approximately 22 per cent of the nation's trade in value terms passes, attests to the vital role it plays in the economy of Australia and, in particular, the State of Victoria.

The year under review has been an historic one which will have a marked bearing on the direction of growth of the Port, and the pattern of its trade, in the 1980's and beyond.

In November 1978, legislation authorising the change of name of the Melbourne Harbor Trust Commissioners to that of the Port of Melbourne Authority passed through the Victorian Parliament. Use of the new name became official immediately after the Act was signed by the Governor-in-Council on Wednesday 8th November. The change of name more readily identifies the responsibilities of the body charged with the management and operation of a modern port and, in addition, is in keeping with the practise in many of the world's modern ports where management is vested in Port Authorities.

Of far-reaching importance to the community was the commencement of construction of the World Trade Centre which is being developed under the sponsorship of the Port of Melbourne Authority on a 5.6 hectare site at North Wharf. No longer available for shipping due to the construction of the Johnson Street Bridge, this site, considered to be ideal for a World Trade Centre, is centrally located to the Port, the central business district and road and rail facilities. At an estimated cost of \$66 million, the World Trade Centre when completed progressively through 1982, will bring together a wide representative group of traders and trade-servicing organisations. It will lead to greater efficiency of trade operations, increase trading opportunities and provide the whole community with a growing and viable marketing force which will in turn benefit national growth.

Late in June 1979, documents were signed at the Port Authority Building to finalise a loan of 2.4 billion Yen (\$10,029,000) by the Mitsui and Banking Co., Ltd. of Japan. This initial borrowing was authorised by the Loan Council for the World Trade Centre, Melbourne, project. The rate of interest for the 15-year loan, which was won by the Mitsui Trust against keen competition from many financial institutions, is considered to be very satisfactory.

Looking to the results for the year under review it is pleasing to record that, despite world economic conditions which affected trade, and escalating costs, the operations of the Port of Melbourne resulted in a net revenue surplus of

\$1,045,000. Revenue was \$34,230,000 (30,617,000 in the previous year) and revenue expenditure was \$33,185,000 (\$29,322,000 last year).

Total cargo throughput was 17,564,000 tonnes, an increase of 3 per cent. This figure was achieved despite an 11 per cent fall in bulk cargoes, due largely to a reduction in petroleum products. Total general cargo increased 7 per cent of which cargo in containers increased 9 per cent. Sixty-eight per cent of all general cargo to pass through the Port is now carried in containers. A record number of containers totalled 471,512 TEU's, an increase of 40,423. It is worth noting that the Port of Melbourne handles more containers than any other port in the Southern Hemisphere.

To cater for further anticipated increases in trade a number of major Port development works either commenced or were continued. These included the work of dredging the river channel to a maximum depth of 13.1 metres—completed on schedule at the end of June—and the reconstruction of the multi-purpose general cargo berth at 16-21 Victoria Dock which is scheduled for completion in September 1980. The work of widening the Victoria Dock entrance for the entry of larger ships proceeded and construction of the fifth berth at Webb Dock commenced.

Total cost of these, and other capital works, was \$20,203,000. More than half of this sum was financed from surplus earned and other internal resources and the balance from loan funds.

The Board is fully appreciative of the loyalty and efficiency of executives and employees throughout the year. Without their support and expertise the Port could not provide the high standard of service and facilities enjoyed by Port users over many years.

The statutory Board responsible for the administration of the Port of Melbourne has functioned as an autonomous body for more than a century. In that time it has created a leading world port with assets valued in excess of \$171 million, and has contributed nearly \$42 million to the Consolidated Fund of the State of Victoria. A new decade is about to begin, a decade which will see many changes in world trade patterns, innovations in shipping and the need to provide sophisticated facilities designed to speed the turnaround of ships and cater for cost-efficient cargo handling systems. The Port of Melbourne Authority is planning ahead to meet these requirements and to keep pace with the anticipated growth in trade generated by the community it serves.

2. Trade Review 1978/79

Trade through the Port of Melbourne for the year ended 30 June 1979, totalled 17,564,000 tonnes, an increase of 440,000 tonnes (3%) on the previous year. General cargo in particular showed a strong growth of 876,000 tonnes (7%) for the year.

The majority of this growth occurred in the last part of the year, an encouraging trend for future trade levels for the State.

Four main factors contributed to the higher overall total of trade for the year:

- Greater exports of wool after a slump affected 1977/78

levels.

- A higher level of domestic demand in 1978/79.
- Booming farm output combined with a favourable demand situation in domestic and overseas markets.
- The lagged effect on exports of a marked increase in price competitiveness of Australian industry brought about by the decline of Australian inflation relative to that of a number of our principal international competitors and trading partners.

Bulk trade for the year fell 346,000 tonnes (11%) reflecting tight world supply conditions of crude oil as a result of political upheaval in Iran and restrictions on increased supply imposed by other Middle East nations.

3. Container traffic

Cargo handled in containers totalled 8,224,000 tonnes, an 11% increase over the previous year. A record 471,512 TEU's were handled, up 9% on 1977/78. Loaded container traffic increased by 8% to 381,735 TEU's and empty containers increased by 18% to 89,777 TEU's. Most of this latter increase was concentrated in the coastal export sector where a 37% increase was recorded.

The strong growth in containerised cargo can be attributed in part to new trade and in part to the transfer of existing trades from other forms of general cargo to containers. For the fifth year in succession the degree of containerisation of general cargo passing through the Port has shown an increase reaching 68% in the year under review.

A total of 227,333 TEU's were handled at the Swanson Dock complex. This represented 48% of the total container traffic to pass through the Port. The four roll-on roll-off berths at Webb Dock accounted for a further 23% of container traffic, the same proportion as the previous year.

4. Revenue Account for the Year ended 30th June 1979

Revenue	1978/79 \$000	1977/78 \$000
Charges on Ships		
Tonnage Rates	2,519	2,306
Shed Rent and Accommodation	499	488
Special Berth Charges	261	279
Appropriation Fees	186	173
Mooring and Unmooring Vessels	938	864
Cleaning Wharves and Sheds	197	174
Miscellaneous Other Charges	224	154
	<u>4,824</u>	<u>4,438</u>
Charges on Goods		
Import and Transshipment Wharfage Rates	13,887	12,572
Export Wharfage Rates	6,411	4,943
Wharf Storage Fees	86	106
Common User Stacking Area	175	133
Compensation by Aust Postal Comm.	59	41
	<u>20,618</u>	<u>17,795</u>
Charges for Services—Cranes	<u>2,477</u>	<u>2,089</u>
Charges for Services—Other	<u>402</u>	<u>374</u>
Other Revenue		
Rents and Licence Fees from Lands	5,076	4,967
Interest Received	742	856
Various Other Fees	91	98
	<u>5,909</u>	<u>5,921</u>
TOTAL REVENUE CARRIED FORWARD	<u>\$34,230</u>	<u>\$30,617</u>

Expenditure and Appropriations

	1978/79 \$000	1977/78 \$000
Total Revenue Brought Forward	34,230	30,617
Payments to Consolidated Fund-State of Victoria	667	700
Operating Expenses	8,783	8,027
Maintenance	8,512	6,683
Other Expenses and Provisions		
(Interest on Loans and Loans Expenses)	(5,163)	(4,610)
(Provision for Depreciation)	(6,394)	(5,896)
	15,223	13,912
Total Expenses and Provisions	33,185	29,322
Net Revenue before Appropriation	1,045	1,295
Appropriations		
Sinking Fund	800	1,000
General Reserve	—	—
	800	1,000
SURPLUS FOR THE YEAR	<u>\$245</u>	<u>\$295</u>

5. Balance Sheet as at 30th June 1979

Liabilities	1978/79 \$000	1977/78 \$000
Loan Capital	86,448	68,769
Reserves retained in the Undertaking	62,636	58,739
Liabilities and Provisions	19,199	16,311
Sinking Fund	2,852	3,042
Trust Accounts	<u>21</u>	<u>53</u>
	<u>\$171,156</u>	<u>\$146,914</u>
Assets		
	1978/79 \$000	1977/78 \$000
Works of Construction and Plant		
(Less Provision for Depreciation)	(56,656)	(51,672)
	146,780	132,174
Other Assets	20,239	10,581
General Reserve Fund	2,064	2,064
Sinking Fund	2,052	2,042
Trust Account	<u>21</u>	<u>53</u>
	<u>\$171,156</u>	<u>\$146,914</u>

Annual Report 1979 (Extract): Port of Singapore

1. Chairman's Review

The port continued to perform well as the decade of the 70s drew to a close. In 1979, total seaborne cargo loaded and discharged through Singapore amounted to 79.8 million tonnes, 8.9 per cent or 6.5 million tonnes more than the volume handled in 1978. Despite escalation in oil prices and political unrest in the Middle East, the throughput of mineral oil-in-bulk registered an increase of 2.1 million tonnes over that for 1978; a total of 53.3 million tonnes or 66.7 per cent of the total cargo handled in the port. General cargo and other bulk cargo handled at the PSA's wharves and Jurong Port also showed increases in 1979. The highest increase of 23.2 per cent was recorded at the Container Terminal where some 9.0 million freight tonnes of containerised cargo were handled.

Singapore maintained its importance as a communications centre with ships from all nations coming here to work cargo, take victuals and bunkers and change crew. The resultant shipping traffic increased by 8.7 per cent over 1978's figure. A total of 47,425 vessel arrivals and departures through the port was recorded. The aggregate size of these vessels was 299.5 million NRT, an increase of 10 per cent over 1978's shipping tonnage. As a result of the higher cargo and shipping traffic, PSA's operating revenue increased by 16.8 per cent to reach \$426.1 million.

The 1970s have been a period of unprecedented expansion for the PSA. In 1970, the Port Authority operated only three gateways and moved 9.4 million freight tonnes of general cargo. Ten years later, six gateways are in operation and general cargo traffic increased nearly three-fold. Under the dynamic leadership of the former Chairman and General Manager, Mr. Howe Yoon Chong, the PSA expanded into new fields of port and trade related activities like slop and sludge reception and treatment, provision of ferry services, commercial warehousing and world trade centre activities. Because of the high level of port services, more ships were attracted to Singapore so that by 1979, Singapore became, after Rotterdam and Yokohama, the third busiest in the world.

The outlook for 1980s is one of guarded optimism. The PSA's good performance in 1979 resulted from increased global trade which grew in volume by seven per cent and in value terms by some 25 per cent. Barring any major disruption in world trade patterns, trade is predicted to expand further in the coming months. Despite higher inflation, the OECD countries are expected to experience growth of at least one per cent. Pessimistic forecasts of recession in the USA may not be realised. Japan's real GNP is projected to increase further and the ASEAN countries may repeat their strong performance of 1979.

PSA must continue to upgrade its services and facilities while competing for scarce manpower and land resources. The success of the Berth Appropriation Scheme at Keppel stevedore labour to handle conventional general cargo. However, the increased general cargo handled at Keppel Wharves means that the planned conversion of the conventional cargo wharves into container berths has to be deferred. To cater for the growing container traffic, another

main berth costing about \$64 million with supporting facilities will be constructed at the East Lagoon Container Terminal. More intensive use of the container berths will be made possible with the creation of additional stacking areas by decking the "voids" behind Berths 53 and 54. The feasibility of building new container berths at Pulau Damar Laut is being jointly studied with the JTC. These new developments when completed will be able to cope with the expected container traffic up to the end of the 1980s.

The slower steaming speeds adopted by the shipping lines as a result of escalating fuel oil prices will cause changes in the storage and distributive patterns of goods. More storage facilities are required to enhance Singapore's role as the regional warehousing and distribution centre. To meet rising demand, old warehouses in the port area will be demolished and replaced by multi-level warehouses to maximise their utilisation and conserve land resources. Two blocks of multi-storey warehouses adjacent to the PSA Multi Storey Warehouse Complex are also being planned at the junction of Alexandra and Pasir Panjang Roads.

PSA's position as the premier port of South East Asia is due to its management and the workers' ready acceptance of new technology and improved working methods. The rapid development of the Container Terminal is a good example of the Port's ability to keep abreast of modern cargo-handling techniques. Some major ports in Europe, Japan and the USA are now adopting or experimenting with computer-directed, semi-automated and fully-automated container-handling systems. If these operating systems are successful, they will be introduced here. This will require higher skilled workers to operate and maintain the sophisticated computerised machines.

The Port has developed a strong foundation in the 1970s. With good management supported by well-trained and dedicated employees at all levels, the PSA should be able to build upon this foundation to meet the challenges of the 1980s.

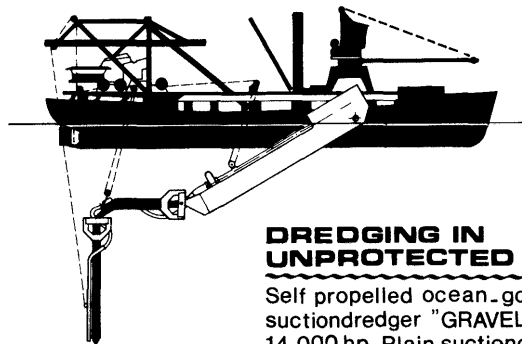
LIM KIM SAN
CHAIRMAN

2. Revenue Account for the Year ended 31 December 1979

	1979 S\$'000	1978 S\$'000
Port operations		
Revenue		
Container terminal	133,217	102,643
Cargo handling service	74,403	70,611
Wharf services and storage	91,314	75,419
Pilotage and tugs	46,566	47,245
Port and garbage dues	29,030	27,946
Sundry revenue	51,615	40,848
	<u>426,145</u>	<u>364,712</u>
Expenses		
(Depreciation)	(41,076)	(39,184)

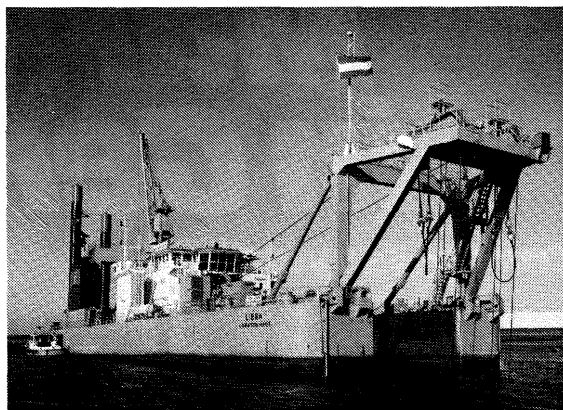
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DREDGING ANYTHING ANYWHERE ANYTIME



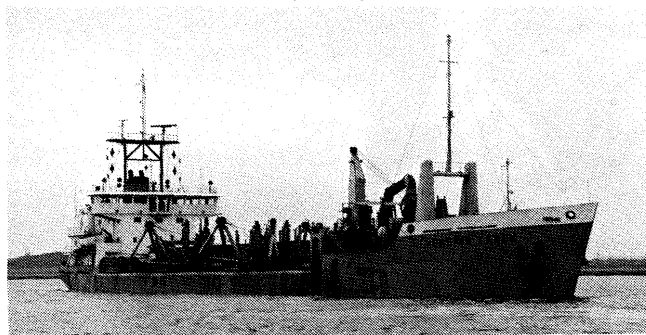
DREDGING IN UNPROTECTED WATERS

Self propelled ocean-going cutter/
suctiondredger "GRAVELINES"
14,000 hp Plain suctiondepth 60.00m



DREDGING IN HARD MATERIALS

"AQUARIUS" and "LIBRA"
Self propelled ocean-going rock cutterdredgers
Total 17,500hp installed Power on the cutter 3000 hp



PUMPING ASHORE

"HENDRIK ZANEN"
Trailing suction hopper dredger (5750 m³)



Zanen Verstoep nv

Holland

29, Surinamestraat,
P.O. Box 80549 2508 GM THE HAGUE
Tel: 070-607925 Telex: 31254 zvh. nl.

(Property tax)	(42,615)	(12,400)
	<u>252,287</u>	<u>197,393</u>
Net surplus from port operations	173,858	167,319
Income from investments	26,661	13,690
	<u>200,519</u>	<u>181,009</u>
Interest expense	(3,585)	(3,702)
	<u>196,934</u>	<u>177,307</u>
Profit on disposal of fixed assets	2,794	3,474
Net surplus for the year before exceptional items	199,728	180,781
Exceptional items	(20,511)	(391)
Net surplus available for appropriation	<u>179,217</u>	<u>180,390</u>

3. Balance Sheet as at 31 December 1979

	1979	1978
	SS'000	SS'000
Fixed assets	<u>693,181</u>	<u>669,755</u>
Investments	<u>61,963</u>	<u>55,348</u>
Long term receivables	<u>7,119</u>	<u>8,509</u>
Current assets	<u>648,643</u>	<u>471,837</u>
Less current liabilities	<u>92,888</u>	<u>75,897</u>
Net current assets	<u>555,755</u>	<u>395,940</u>
	<u>1,318,018</u>	<u>1,129,552</u>
Less deferred liabilities	<u>84,193</u>	<u>84,811</u>
Net assets	<u>1,233,825</u>	<u>1,044,741</u>
Represented by:		
Funds invested in the Authority's undertaking		
Capital account	119,136	119,136
Development reserve	952,186	773,186
Insurance reserve	147,929	138,656
General reserve	<u>7,059</u>	<u>6,842</u>
	<u>1,226,310</u>	<u>1,037,820</u>
Special funds	<u>7,515</u>	<u>6,921</u>
	<u>1,233,825</u>	<u>1,044,741</u>

Marketing in Germany.

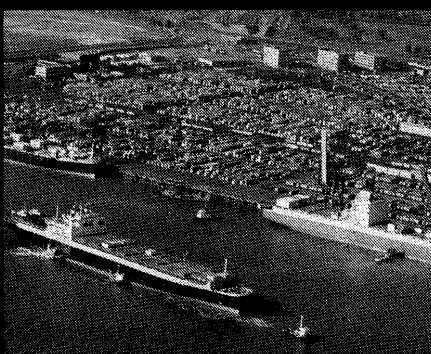
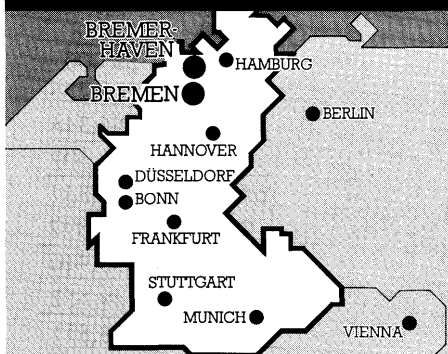
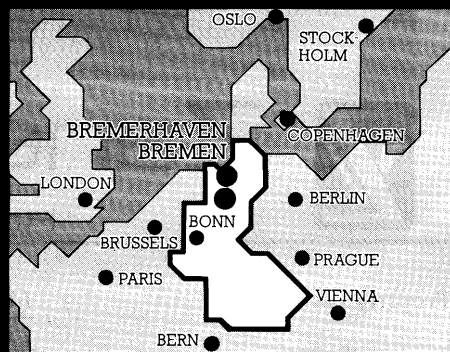
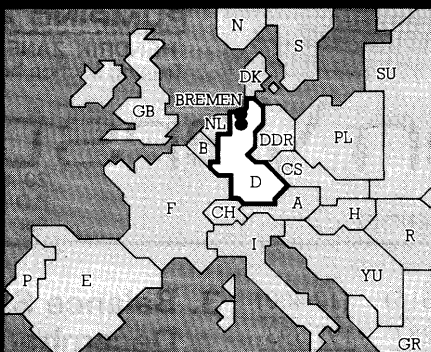
Call Mr. Tsuyama

Do you want to start up business in Germany? Are you looking for someone reliable to import and distribute your goods? And is quick low-cost transport essential? Then contact Mr. Tsuyama, the representative of the Ports of Bremen and Bremerhaven and the Bremer Lagerhaus-



Tokyo (03) 431-8012

Gesellschaft (one of the largest port operating companies in the world). He knows all the right people. In Japan. In Germany. In Bremen. Give him a ring. He'll have time to talk to you. In his office or yours. You can find him in the Sanko-Mon Building 3-1, Atago 1-chome, Minato-ku, Tokyo.



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International maritime information: World port news:

Co-operation in the Training of Port Staff in France

Port Training

Extract from the information on training facilities available in France which was submitted to IMCO by the Permanent Representative of France (IMCO document: TC XVIII/9)

In addition to training of an academic type provided as part of the "Maritime" option in French colleges of advanced engineering (Ecole Nationale des Ponts et Chaussées, "National College of Bridges and Highways", Ecole Nationale des Travaux Publics de l'Etat, "National State College of Public Works") and in the Institutes coming under the Conservatoire National des Arts et Métiers (providing engineering training at university level) or Chambers of Commerce and Industry (Institute Portuaire d'enseignement et de Recherches du Havre, "Port Institute for Teaching and Research, Le Havre", Centre Supérieur de Transports Maritimes de Marseille "Centre for Advanced Maritime Transport Studies, Marseilles", etc.), and at the Ecole des Electromécaniciens de Phares de Brest "College of Electrical and Mechanical Lighthouse Engineering, Brest", all of which accept foreign students, training activities are also organised at the level of the Ports Directorate in Paris, the autonomous ports and the Maritime Services in French ports.

The latter arrange basic or advanced vocational training courses, for either individuals or groups as requested, both on the basis of the needs expressed by those involved and in close collaboration with the public or private bodies concerned. They generally last between one week and one month and take the form either of discussions at the Central Administration or of periods of residence of varying length in the ports.

In 1977, 93 courses with an aggregate length of 4,071 days were held dealing with the subject of seaports and river ports and in 1978 the figure was 70 courses totalling 1,405 days. Table I shows the distribution on a service-by-service basis; it is emphasized that the reduction in the number of courses in 1978 is due to the fact that the Lighthouses and Buoyage Service postponed until the following year 1979-1980 the academic training originally scheduled for 1978-1979. Table II shows the subjects of study specific to each country concerned.

The standard of trainees is fairly high; they are in general senior administrators who are holders of higher education degrees in economics or engineers who already hold or are due to hold responsible posts on their return in port organizations as directors, design and engineering experts and higher technicians.

In the main, courses were attended by nationals of developing countries in Black Africa (Gabon, Ivory Coast, United Republic of Cameroon, Congo, Benin) and North

Africa (Algeria, Tunisia and Morocco); demand from such countries is strong and consistent. The countries of the Middle East (Egypt, Libyan Arab Jamahiriya) are sending trainees in increasingly large numbers. Trainees from the Far East (Singapore, Thailand, Japan) and from Iran are far less numerous.

More recently France has been accepting increasing numbers of trainees from Latin America (Brazil, Mexico, Uruguay, Argentina, Chile). A number of trainees come from Zaire, Tahiti, Djibouti and some others from Yugoslavia, Bulgaria and Poland.

The 3 main course topics requested may be classified as:

Port management, operation and economy (organization, legislation, general administrative problems, statistics, analytical accounting, documentation);

Port activities (quay-side equipment, hydraulic studies, dredging, silting, waterway maintenance and improvement, lock gates, industrial and port zones);

Maritime signalling and navigational aids (buoyage, sounding, radar, electromechanics and electronics).

Secondly there are courses dealing with additional fields of equipment (port machinery, cargo handling, container terminals and gas terminals), and the harbour master's department.

More recently, fire fighting and pollution by oil or other wastes have been studied.

Courses are tailored to specific requests received from Governments or foreign port bodies or form part either of direct bilateral agreements concluded between French autonomous ports and foreign ports or of co-operation agreements reached in the field of aids to marine navigation by the directorate's Lighthouses and Buoyage Service and certain States of Black Africa and North Africa. The courses may also constitute the final stage in technical assistance agreements which include the provision of equipment or services and the training of personnel for the utilization or management of the equipment supplied; in the latter case, particularly, training may be provided on the spot.

It should be added that in addition to courses in the strict sense, "training sessions" may be held on specific topics for the benefit of groups of countries.

Lastly, port experts on the spot make their assistance available to public or semi-public bodies and educational establishments; they may also take part in specialized seminars, international symposia or discussions both in France and abroad.

Thus French training in the field of port activities, by reason of its variety and flexibility, is well able to meet requests from abroad.

Directorate of Ports and Shipping International Affairs

TABLE I

Basic or Advanced Vocational Training Courses for Foreigners in the Field of Ports (sea and river)

Organizing Body	1977		1978	
	Number of Trainees	Number of course-days	Number of Trainees	Number of course-days
Directorate of Ports	38	563	21	240
Lighthouse and Buoyage Service	13	2,860	6	220
Autonomous Port of MARSEILLES	20	375	17	635
Autonomous Port of LE HAVRE	12	120	12	125
Autonomous Port of ROUEN	4	72	4	105
Autonomous Port of DUNKERQUE	0	0	8	40
Autonomous Port of NANTES ST-NAZAIRE	0	0	0	0
Autonomous Port of BORDEAUX	6	81	2	40
TOTAL	93	4,071	70	1,405

TABLE II

Advanced Vocational Training for Foreigners (SEA PORTS)

Bodies Involved	Origin of Trainees	Subjects
Lighthouse and Buoyage Service	Black Africa, North Africa, various	Electrical-mechanical, aids to navigation
Autonomous Port of Marseilles	Algeria, Morocco, Gabon, Zaire, Djibouti	Management, operation and economy, port works, equipment, harbour-master's office
Autonomous Port of Le Havre	Black Africa, Middle East, Algeria, various	Organization and management
Autonomous Port of Rouen	Black Africa	Dredging, management
Autonomous Port of Dunkerque	Latin America, Korea, Singapore, Black Africa	Port works, administration, industrial zones
Autonomous Port of Bordeaux	Black Africa	Commercial operation
Autonomous Port of Nantes St-Nazaire	—	Commercial service and organization

Introduction of Publication

Japan Container Association recently published "Container Terminals in the World", which contains detailed data, pictures and illustrations of 250 container terminals of 135 world ports. This 400 page directory, sized in 26 x 37 cm, will be available at the cost of US\$40, including the surface mail charge, will be available by writing to:—

Japan Container Association
Yaesu-Mitsui Building, 2-7-2, Yaezu, Chuo-ku,
Tokyo 104, Japan

Kenya host to UNCTAD port seminar

The Government of Kenya acted as host from 9-20 June 1980 at the seminar on port development planning conducted by the United Nations Conference on Trade and Development.

This seminar was designed to assist port planners at senior management level in drawing up coherent development plans on both a national and regional scale. This included programmes for individual port improvements and extensions within the framework of co-ordinated national policies. One of the long-term objectives was to facilitate co-operation on equal terms between port planners and international lending institutions.

The seminar was conducted in English by three members of the Ports Section of the UNCTAD secretariat: G. De Monie, seminar director, G. Cook and C. Hunter. Contributions were also made by representatives of the Kenya Ports Authority concerned with port development.

The cost of this seminar was met from funds placed at the disposal of the UNCTAD secretariat by the Governments of Denmark, the Netherlands and Norway.

World coal trade to increase 3 to 5 times by the year 2000

Waterborne shipments of coal can be expected to rise dramatically at U.S. ports over the next 20 years, particularly as utilities and industry, both at home and abroad, turn rapidly to coal as a substitute for petroleum and gas. The trend is already evident. During the past 20 years, U.S. coal exports have consisted almost exclusively of metallurgical coal. Last year, U.S. steam coal exports, exclusive of shipments to Canada, jumped to 2.5 million tons, compared to 300,000 tons in 1978, and could reach as high as seven million tons in 1980.

This development has been underscored by a number of studies, the most recent of which is "Coal—Bridge to the Future", released just last week by WOCOL, the World Coal Study, an international project involving more than 80 representatives from 16 major coal producing and consuming countries. WOCOL concludes that coal will be required to meet half of the anticipated increase in the energy needs of the 24 nations comprising the Organization of Economic Cooperation and Development. Substantial growth is also anticipated for the developing countries (most significantly India) and the so-called Centrally Planned Economies, particularly the Soviet Union and the Peoples Republic of China.

As a consequence, world coal trade, currently 200 million metric tons of coal equivalent (mtce) will increase three to five times to 560-980 mtce by the year 2000, depending on the average annual increase of energy demand.

Furthermore, by that time, thermal coal will have replaced metallurgical coal as the prime component of world coal trade, and is expected to increase from five to 12 times its current level.

Meeting these projected requirements will necessitate heavy investment in shipping (approximately 100 million dwt over the next 20 years) and in shipping, receiving, and transshipping ports. Regarding U.S. ports, the study concludes:

— U.S. port capacity must be greatly expanded;

- New coal export facilities will be needed on the Gulf and West coasts, and also on the East Coast;
- Capital required for U.S. ports to meet the highest projected level (350 mtce) could amount to as much as \$1 billion (1978 dollars);
- Regulatory and institutional factors "could be the most significant constraints to expanding existing ports or constructing new ones."

"High priority" dredging: U.S. Army Corps of Engineers

Major General E.R. Heiberg, Director of Civil Works for the U.S. Army Corps of Engineers, has authorized the Corps' field offices to award high priority dredging work scheduled for this fiscal year "within available funds." This action was taken because, in General Heiberg's words, of the "economic importance of the nation's harbors and waterways in domestic and world commerce, the continuing energy situation and the urgency of maintaining the uninterrupted movement of coal and petroleum, and the need to maintain the viability and efficient use of both industry and Corps dredging capabilities."

Brazilian port news in brief

- As of March, the port duties of Brazilian ports shall be increased by 50%, as a minimum, according to Portobrás' calculations.
- The Port of Cabedelo (State of Paraíba) shall be the terminal to receive all the coal destined to the industries of the Northeast as from 1982. The Port shall have its quay enlarged and its equipments replaced. The dredging of the access channel has been already started.
- Companhia Docas do Rio de Janeiro expects the specialized terminal for operations with *Ro-Ro* ships, which is being built in the Port of Rio, to be able to receive ships up to the month of December.
- Having in view the training of new personnel to cope with the increase of cargo handling in the Port of Santos, a training course for lifting truck operators has been held, including speed tests and preciseness in working with the equipment.
- The Port of Antonina (State of Paraná) shall undergo a modification of its quay to be transformed in the *Ro-Ro* terminal of that State. Other Brazilian ports to have terminals of this type are: Santos, Salvador and Recife.

New multiple-purpose tractors come to light in the Port of Halifax

Halterm Limited, operator of the largest common-user container terminal in Canada, has recently acquired two new and advanced design multiple-purpose tractors to be used for loading *ro/ro* ships on its intermodal terminal in the Port of Halifax. They represent an investment of \$140,000.

These tractors replace two others purchased during the early years of the operation, and represent the most advanced design of this form of ship-loading machinery. They differ from conventional highway tractors by their short wheelbase, low gearing, superior visibility, and sharp turning radius, while they are equally agile in both directions. They feature an elevating "fifth wheel", whereby the front of a trailer can be elevated a couple of feet before being backed onto a ship, thereby avoiding having to crank

up its landing gear legs so promoting efficiency in the movement of this traffic. The tractors are also equipped to handle "Mafi" type trailers peculiar to *ro/ro* shipping.

Nanaimo Harbour news

• \$2.5M for Duke Point

A \$2.5 million loan from Transport Canada to the Nanaimo Harbour Commission means that the long-awaited construction of the first phase of a new deep sea port at Duke Point will begin later this year. Port of Nanaimo manager Lloyd Bingham made the announcement April 23 after estimates of federal government spending for 1980-81 were released in Ottawa.

Mr. Bingham said the loan was an indication of the federal government's firm commitment that the work would be done and predicted that construction on the Duke Point port facility would begin in September. He said it was likely not all the federal government's loan would be needed in the first year but it would certainly all be required eventually.

• Mr. Rawlins to head West Coast port group

Don Rawlins, chairman of the Nanaimo Harbour Commission, has been elected to lead the association of all Canadian West Coast port authorities.

Mr. Rawlins was named chairman of the West Coast Ports and Harbours Association at the group's meeting in Vancouver April 19. He succeeds Chris Brown, chairman of the Fraser River Harbour Commission, and will serve a one-year term.

The association is an informal one representing authorities of ports in North Fraser, Fraser River, Vancouver, Prince Rupert, Port Alberni and Nanaimo.

Common problem solving is the group's major intent.

Port cargo valued at \$12 billion in 1979: Maryland Port Administration

The value of export-import goods moving through the port of Baltimore last year totalled \$12 billion, an increase of 12.5 per cent over 1978 figures.

The summary report, using a U.S. Bureau of Census tabulations, noted that the total foreign commerce handled through the port was 39 million tons, an increase of some 15 per cent over 1978.

Increases were registered in virtually every category of port business during 1979 in the operations summary report. Total general cargo was up 3 per cent, bulk cargo increased 17 per cent and customs receipts 4 per cent. Import tonnage was up a total of 6 per cent and export tonnage 27 per cent.

"These are the type of facts that contribute to the port of Baltimore's role as a major economic asset to the state," commented W. Gregory Halpin, Maryland Port Administrator.

Noting that one of every ten dollars spent in Maryland is traceable directly to port activities, "which in and of themselves generate a \$4 billion annual economic impact on the gross state product," Halpin predicted that the business potential of the port "is practically limitless."

Harborplace to open in July: Port of Baltimore

A premier \$18 million project is beginning to take shape on the shore of Baltimore's Inner Harbor with some help from the port of Baltimore.

The project, called Harborplace, is being developed by Harborplace Limited Partnership, a subsidiary of the Rouse Company of Columbia, Maryland. It will consist of two adjacent, two-story glass and steel pavilions which will house about 140 eating establishments and small shops.



Adjacent to the World Trade Center Baltimore, Harborplace (left) is scheduled to open on July 2 of this year. The artist's rendering (above) by Carlos Diniz depicts how Baltimore's Inner Harbor will appear by the mid-1980's with Harborplace, located on the water next to the trade center, complete.

South Carolina Port news

• Tonnage hits new high

Calendar year 1979 was predicted to be a leveling-off period for South Carolina's mushrooming port activity. SPA officials foresaw a slowing down of the growth rate but also were cautiously optimistic that new tonnage records would be established.

And they were right. More containerized cargo was handled than ever before during a calendar year—1,891,207 tons—topping the 1978 record by 8.5 percent.

The SPA's overall tonnage was a new high as well, and so was the volume moved through Charleston alone. Together, SPA terminals at Charleston, Georgetown and Port Royal tallied 4,369,344 tons, with Charleston accounting for 3,764,886. Last year's previous record figures were 4,292,827 and 3,612,895 tons, respectively.

Despite the inroads of containerization, break-bulk business continued strong, totalling 1,436,711 tons, only 51,716 below 1978's record performance. The year ended on a bright note as the SPA's December tonnage of 379,647 was an all-time high for the month.

• Study by Corps of Engineers recommends deeper harbor

Charleston Harbor's main channel should be deepened from 35 to 40 feet, the U.S. Army Corps of Engineers has concluded. The announcement was received enthusiastically at a public meeting held in Charleston.

An advanced engineering and design study by the Corps' Charleston district led to a favorable report on the Charleston Harbor Deepening Project. Congress authorized the project in 1976, but funds for construction, estimated between \$57 and \$62 million, await further Congressional action.

The study, which dates back to 1967, recommended that the main shipping channel be dredged to a depth of 40 feet. The deepening would extend to the State Ports Authority's North Charleston Terminal. Shipyard River, site of several private terminals, would be taken down to 38 feet from its present 30.

"A study of the existing and prospective commerce on the waterway reveals that the existing channel is inadequate for deep-draft vessels capable of handling numerous categories of commerce," said Col. William W. Brown, district engineer for the Corps. He explained that some ships cannot navigate the present channel, and others must utilize high tides and/or light loading.

Dredged materials in the project would be disposed of in the ocean, the report indicated. This process is anticipated to cost about \$10 million more initially but will be acceptable environmentally and cheaper over the long run.

Equipment for the process, which involves ocean-going barges loaded beside dredges, has not been developed in the United States. Such equipment is used by the Dutch, however, and this country should be operating it when the project begins, Col. Brown noted. He predicted the earliest starting date for the deepening project to be 1984.

Unanimous support of the project was voiced at the meeting, but two of its features drew broad criticism. One is a requirement that the state fund five percent of the total cost. The other stipulates that dock owners assume from the Corps responsibility for channel dredging and maintenance within 125 feet of docking areas.

Registering strong disapproval of the features was Executive Director W. Don Welch of the State Ports Authority, project sponsor. He claimed that the five percent funding clause has no legal basis and estimated it would cost the state about \$3 million.

Mr. Welch pointed out that the local funding stipulation has been recommended by the Carter administration but not approved by Congress. He vowed to use "every legal and administrative means to fight it."

He also emphasized to private waterfront representatives at the meeting that the 125-foot provision means "money out of your pocket." It also would add substantially to the SPA's already heavy, year-around expenses of dredging its own pier faces.

Other benefits listed in the project are:

- Deepening the entrance channel to 42 feet.
- Enlarging the anchorage basin near the harbor mouth.
- Widening the channel at the northern approach to the Cooper River bridges to make the turn easier to negotiate.
- Enlarging the turning basins at the SPA's Columbus Street Terminal, in Shipyard River and at "Tankers Row".

Long Beach Foreign Trade Zone



FOREIGN TRADE ZONE SALES TEAM LEAVES FOR JAPAN: Less than one month after selection of Cal Cartage Enterprises as operator for the new Port of Long Beach Foreign Trade Zone No. 50 by the Long Beach Harbor Commission, a sales team composed of Cal Cartage and Port officials was ready to depart for Japan to meet with prospective customers. Robert A. Curry, left, Cal Cartage President is seen with Harbor Commission President James H. Gray and Larry Pittman, Executive Vice President of Cal Cartage holding the Foreign Trade Zones Board Grant to the City of Long Beach of FTZ Zone 50. Curry and an International Marketing aide will team with Port Project Managers George Gray and Michael Powers on a three week sales trip to the Far East. It is expected that the FTZ First Phase will be operational by the fall of 1981.

Port of Houston sets all-time tonnage record in 1979

A record 122,383,558 tons of cargo moved through the Port of Houston in 1979 for a substantial 12% increase over 1978, according to final U.S. Commerce Department statistics released by the Port of Houston Authority.

The double-digit increase is all the more significant since tonnage of the major commodity handled at the Port—imported crude petroleum—declined for the first time in recent memory. Indicating the U.S. appetite for gasoline and other refined petroleum products may be diminishing, total imports of crude oil to Houston refiners and processors decreased to 31,027,265 tons in 1979, a decline of 6% from the 1978 total of 33,043,018 tons.

Despite the reduction in oil imports, the Port's overall foreign trade tonnage, including both imports and exports, was up almost 4% from 62,479,095 in 1978 to 64,882,288 last year. Imports totaled 41,862,126 tons and were valued at \$9 billion. Tonnage and value totals for exports were 23,020,162 tons and \$9.5 billion.

These figures should assure that the Port of Houston was again the second largest U.S. port in foreign trade and third

Long Beach waterfront



LOOK, MA . . . NO BOWLINE! Old-timers along the Long Beach Waterfront did a double-take recently when the Dock Express 10 called at Pier D in the Port of Long Beach enroute to the Far East. Reason for their concern is that this unique vessel is the only ship in the world that doesn't use a bow line to tie up. Reason: as the world's largest dock-ship, it carries a 22 ton, 18-meter long spud pole just in front of the bridge. When she comes alongside, using a bow thruster down goes the spud into the bottom to hold her bow. Conventional stern lines are used aft, where dry-docks and other large size cargoes such as two gantry cranes, and in this case two Boeing jet hydrofoil craft can be transported. Only 154 meters long, the Dock Express 10 has an extra wide beam with portable pontoons giving it extraordinary stability even when carrying 80-meter high gantries. The Dutch firm plans two more of the ships, Dock-Express Shipping claiming they can carry anything anywhere.

largest in total tonnage.

Container freight tonnage jumped over 30%, with 2,068,046 tons in 1979 compared to 1,587,742 tons in 1978. The number of containers shipped increased from 183,680 TEUs (20-foot equivalent units) to 266,250 TEUs.

Tonnage increase 97 percent at the modern, intermodal terminal from 864,362 tons during 1978 to 1,701,586 tons last year. Barbours Cut handles LASH barge and roll-on/roll-off cargoes as well as containers.

Third quarter interim financial report: Port of Los Angeles

The Board of Harbor Commissioners recently reported gross operating revenue of \$41.8 million, a 10% increase over the first nine months of the 1979 fiscal year.

In contrast, the Board also noted an almost 38% increase in operating expenses for the current year. To date, operating expenses have risen from \$12.4 million in 1979 to almost \$17.2 million.

Net income for the third period totalled \$26.3 million, compared to \$24.8 million last year, or an increase of 6%.

Capital expenditures for the third quarter were \$5.8 million, bringing the total for nine months to \$19 million. Major projects to date this year include the new administrative building, \$7 million; the Matson Terminal expansion, \$3 million; and the Seaside Container Terminal Complex, \$2.8 million.

Total revenue tons billed from July 1, 1979, to March 31, 1980, were 30.9 million metric tons, including 10.5 million tons of general cargo, 15.8 million tons of bulk oil and 4.6 million tons of bunker oil. For a similar period last year, a total of 32.0 million tons were reported.

The revenue tonnage figures indicate that total foreign tonnage, both inbound and outbound, were over 11 million tons, with domestic tonnage reported at almost 20 million tons. The Far East, with some six million tons, led foreign trade routes.

The Harbor Department has revised projections for the 1979-80 fiscal year.

With fourth quarter revenues traditionally highest of the four quarters, estimates of a gross of \$58.5 million and a net income of \$37.5 million have been forecast.

Certificate of Merit awarded to Port of Los Angeles for the annual report

For the second year in a row, the Port of Los Angeles received a Certificate of Merit for achievement in annual reports from the Los Angeles Chapter of the Business/Professional Advertising Association.

At 11th Annual B/PAA West Awards held on April 30 at the Century Plaza Hotel, the Port was recognized for its 32-page pictorial account of the harbor's 1979 activities. The publication was prepared by the Port's Public Relations Division and its advertising agency, Marsteller, Inc.

Petroleum consumption big factor in U.S. transportation costs

The health of all industrial and agricultural nations are as dependent upon the efficient and economic transportation of their goods as they are upon the productivity of their factories and farms. This is particularly evident today when the majority of developed and developing nations must face serious economic strain because of their dependance on high priced imported petroleum products.

The statistics department of the Board of Commissioners of the Port of New Orleans, in researching various energy related reports, has noted some revealing facts concerning the transportation industry's relationship to the overall economic health of the U.S., and an interesting look at our industry's energy efficiency.

Approximately 20 percent of the U.S. Gross National Product (GNP) expenditures are made directly or indirectly for transportation of one kind or another. This amounted to \$44 billion in 1977.

Approximately 13.5 percent of federal taxes come from transportation sources; this amounted to more than \$48 billion in 1977.

Approximately 11 percent of total civilian employment is in transportation or related industries. In 1978 more than 10.6 million people earned their livelihoods by working in the transportation field.

In terms of petroleum consumption, transportation accounted for 52.8 percent of the total domestic demand in

1977. Total U.S. consumption of petroleum that year was 6.7 billion barrels, and of that amount, transportation demand accounted for 3.55 billion barrels.

Breaking down the transportation demand for petroleum into modes, highway transportation demand for petroleum is by far the biggest. In 1977 highway transportation demand was nearly three billion barrels, or 83.9 percent of the total transportation demand. Air transport consumed 276.7 million barrels of petroleum, 7.8 percent of the total. Water transportation, the most fuel efficient of all the transportation modes, made up 4.6 percent of the total transportation petroleum demand; and rail accounted for 2.8 percent, just under one hundred million barrels of petroleum.

A study conducted by the barge and towing industry revealed that of the participating operators (approximately 36% of the barge and towing activity which occurred during the year studied) the average ton-miles per gallon was 393.87, an impressive figure. The total ton-miles in the study were 96 billion, with fuel consumption of 243.9 million gallons.

In a breakdown by mode of fuel efficiency in the transportation industry, barge movement easily outdistances the others. An interesting statistic which has been bouncing around the inland waterways industry for a few years is the following comparison: it takes one gallon of fuel to move one ton of cargo 5 miles by air, 50 miles by truck, 180 miles by rail, and 330 miles by barge.

Petroleum is what moves the transportation industry, and the transportation industry of course, moves petroleum. In 1976 petroleum movements in the United States totaled 875.7 billion ton-miles. 523 billion ton-miles were lodged by pipeline movement, nearly 60 percent of all the petroleum shipped in the U.S. Water transport of petroleum accounted for 306.9 billion ton-miles, 35.1 percent of the total. Motor carriers and rail transport of petroleum were 32.5 billion ton-miles and 13.3 billion ton-miles in 1976, respectively.

Oceanborne trade value an all-time high: Port of New York-New Jersey

The Port of New York-New Jersey was the nation's leading port in trade with 86 nations or approximately half of the 173 nations of the world last year, in terms of value of oceanborne general cargo trade, Port Authority Chairman Alan Sagner announced recently.

In 1979, the total value of oceanborne trade, both general cargo and bulk reached an all-time high of \$40.6 billion, up 11.4% from 1978. General cargo represented \$35.2 billion of this total.

"Ranking of United States ports by trading partner is a newly developed indicator of comparative port activity," Chairman Sagner said. "It measures the strength of a port on the basis of its trade with the nations of the world, and uses the value criterion to determine which port led U.S. trade with each nation.

Oceanborne general cargo rose to 16,276,977 long tons during 1979, a 3.6% increase over the previous year. This was the Port's third highest volume in general cargo since the World War II year of 1941.

New York-New Jersey Port news

- **New reefer facility at Elizabeth-Port Newark to update meat handling in the Bi-State Port**

Each year, millions of pounds of frozen meat and meat products are shipped into the Port of New York and New Jersey. As part of ongoing, multilateral efforts to keep shipping services throughout the bi-state port competitive with those offered elsewhere, terminal operators are constantly improving their facilities for shippers and consignees. In this particular phase of the import business, speed and convenience are not merely desirable—they are essential.

A new, temperature-controlled, meat handling facility that will mark yet another step in the development of the port's cargo handling is set for construction during 1980 at the Port Authority's Elizabeth-Port Newark marine complex in New Jersey. The project is to be a joint undertaking by The Port Authority of New York and New Jersey and Associated Container Transportation/PACE Line. ACT/PACE has been a major carrier of containerized meat from Australia and New Zealand to the bi-state port since 1969.

The 155,000-square-foot terminal, which is planned for completion by mid-to late 1980, will feature a 60,000-square-foot refrigerated warehouse designed to accommodate the stripping and subsequent delivery of 60 container-loads (over two million pounds) of frozen meat in a single day.

In his announcement of the \$2.8 billion project, Port Authority Chairman Alan Sagner noted "... this improvement will ensure the preeminence of (the port) in the continuing competitive struggle with other ports along the eastern seaboard."

The Port of New York and New Jersey will, no doubt, be receiving more and more shipments of frozen meat in the future as a result of the attention to service and efficiency evidenced by construction of this new facility.

- **Computer-satellite hook-up speeds freight communications**

Max Gruenhut International, Inc., of Bremen/Hamburg and New York, a major freight forwarder handling high volume import and export business for many of this country's best known department, retail and catalogue sales stores, has installed a computerized communications system complete with satellite hook-up designed to handle all the West German firm's information-documentation requirements. Believed to be the first firm of its kind to use a combination of EDP and satellite, it promises clients that use of the system will overcome traditional problems in processing shipping documents. Concerned with "getting the right and correct documents made out and into the hands of the right party or parties at the receiving end," Max Gruenhut tested the computer equipment in its Bremen office and developed a software package designed to take care of all paperwork attached to each of its clients' shipments.

According to the firm's representatives, the system saves more than five days over the old document transfer methods, and its costs will become more attractive as more and more customers take advantage of the service. At present, Gruenhut intends to hook its other German offices into the system and to institute individual customer pro-

grams so as to monitor orders from their initial placement right up to their delivery to a consignee's warehouse in the New York-New Jersey Port.

- **Port's ocean exports continue to climb in 1979**

Oceanborne general cargo exports handled at the New York-New Jersey Port during the first nine months of 1979 climbed almost 14 percent to 4.4 million tons according to figures recently released by the Port Authority. The dramatic rise in exports is attributed to various factors including the economic growth of our European trading partners, the decline of the dollar, and an increased strength in several commodities including iron and steel scrap, plastic materials and waste paper. In contrast, the bi-state port's imports fell 7 percent to 7.3 million tons. However, it should be noted that during 1978, the port accommodated the highest volume of imports in the past decade.

Port of New York & New Jersey honors stevedores for reducing level of accidents

New York Shipping Association and other elements of harbor activity recently honored 11 area stevedoring companies for records in safety that reflected reduced annual rates of accident frequency among workers at piers and marine facilities in the bi-state Port of New York and New Jersey.

With upwards of 200 leaders of marine labor and management and officials of government looking on at ceremonies at the Downtown Athletic Club, NYSA President James J. Dickman hailed the achievements as the fulfillment of endless effort by port management and labor for safety excellence.

"We honor these member companies of NYSA for truly outstanding results recorded in operations both large and small over a 12-month period. But all of us in the Port on New York and New Jersey have reason to feel pride in what was done since we all share in the results of safety, and we benefit from efforts to curb accidents in our industry," Mr. Dickman said.

Indeed, he added, the presentations were a fitting climax to the broad range of actions in safety maintained on a day-to-day basis by leaders and safety personnel of all waterfront companies, officials of the International Longshoremen's Association, AFL-CIO and rank and file members of the union.

The award winners were selected by the NYSA Safety Committee under categories of manhours worked by employees of the various stevedoring companies.

A Foreign Trade Zone near the Port of Oakland to be established

The Oakland International Trade Center has been granted a license to operate a Foreign Trade Zone on a 13-acre site near the Port of Oakland's marine terminal facilities and the Oakland International Airport, it was announced recently by Oakland Mayor Lionel J. Wilson.

The license was issued by the City of Oakland upon being granted authority to establish the FTZ by the Foreign-Trade Zones Board, U.S. Department of Commerce.

Oakland International Trade Center, a private California corporation, is at present refurbishing a 130,000-square-foot building on the site to serve as the FTZ's initial facility with plans for future expansion.

Thomas L. Berkley, President of the Oakland Board of Port Commissioners, said the setting up of the FTZ would benefit Oakland's economy as a whole by stimulating business as a result of the many advantages in having a duty-free area for the handling and storing of foreign goods.

He said that both the City and the Port would benefit because the FTZ would create additional employment and provide services aimed at assisting not only large firms but the small businesses as well.

A Foreign Trade Zone is one that offers facilities for handling, storing, manufacturing and exhibiting merchandise in an area that is isolated, enclosed and protected by the U.S. Customs Service.

The advantages of shipping through the FTZ are that goods may be stored, displayed and sold duty-free before reshipment from the zone. The merchandise is subject to Customs duty after it is sold and delivered.

The FTZ's facilities in Oakland will be complemented by facilities planned by the Oakland International Trade Center which include a display area, data computer base with marketing information, a bank, insurance office, interpreters service, a mini-post office and a restaurant.

The development of Foreign Trade Zones in the United States has increased substantially in recent years, with the number standing at more than 40 today.

A record year, a milestone decade: Port of Portland

After a decade that brought the sophistication of shipping technology and increasing competitive challenges, the Port of Portland reached the top in 1979. Statistically, it was the best year in the 88-year history of the Port, and it was an appropriate harbinger of the 1980s.

Total tonnage through Port of Portland facilities in 1979 reached 6,465,037 short tons, up 27.2 percent from the 5,082,396 tons recorded in 1978. Excluding grain, total tonnage was 2,880,407 in 1979, a 20.5 percent increase from 1978's 2,390,762 tons. Grain tonnage at the Port's two elevators, operated by Cargill Inc. and Columbia Grain Inc., increased 33.2 percent from 2,691,634 tons in 1978 to 3,584,630 in 1979.

The only commodity category to show a decrease in 1979 was liquid bulks, down 37.9 percent from 75,480 tons in 1978 to 46,886 in 1979. The following increases were recorded for all other cargoes handled at the Port: breakbulk general cargo/load, up 59.5 percent from 153,107 tons in 1978 to 244,256 tons in 1979; breakbulk general cargo/discharge, up 24.9 percent from 64,517 tons in 1978 to 80,596 tons in 1979; number of containers/load (TEUs), up 6.7 percent from 48,957 in 1978 to 52,226 in 1979; number of containers/discharge (TEUs), up 4.5 percent from 34,067 in 1978 to 35,592 in 1979.

Also, container tonnage/load, up 11.4 percent from 558,886 in 1978 to 622,354 in 1979; container tonnage/discharge, up 7.8 percent from 210,761 in 1978 to 227,113 in 1979;

Port Assistant Director for Sales and Marketing Curtis A. Smith attributed the rate of increase to "a continuing sophisticated—and successful—target marketing program and the goal of using each terminal facility to the highest degree of efficiency."

BTDB place contract for new £1 ¼ million coal terminal at Garston

The British Transport Docks Board have placed the main contract for Garston's new £1¼ million coal shipping terminal with the Bristol firm of Walker Engineering Ltd. This follows the announcement that Mr. Norman Fowler, Minister of Transport, has agreed a Government grant of £289,000 under Section 8* of the 1974 Railways Act towards the special new rail facilities which will serve the terminal.

The new development, which was first announced last November following an agreement between the British Transport Docks Board and the National Coal Board, will supply the National Coal Board's important markets in Northern Ireland, the Irish Republic and the Isle of Man from pits in the North Midlands, Lancashire and Yorkshire. It will have a potential capacity of one million tonnes a year and is scheduled to start operating in early spring 1981.

The Governmental grant for the provision of rail discharge facilities means that most of the coal passing through Garston will be carried by rail, thereby avoiding about 100 return lorry journeys a day which would otherwise have been needed, and helping to avoid congestion in the road approaches to Garston docks.

The new terminal is the first major port development for the export of domestic coal in the last fifty years, and incorporates a number of advanced design features.

* Section 8 of the Railways Act 1974 enables the Minister of Transport to provide assistance towards the capital cost of facilities for loading, unloading and carriage of rail freight. Grants can be made where goods would otherwise go by road because of the inadequacy of existing private sidings or wagons, and where the use of rail freight would result in worthwhile environmental benefits. The total number of grants now approved in Great Britain is 83.

Liverpool Port news

• Surcharge on port scrapped

The Ceylon, UK and Eire Shipping Conference has scrapped its west bound surcharge on the Port of Liverpool.

The decision was taken only five weeks after the penalty charge on westbound cargo was halved to five per cent.

The complete removal of the surcharge has prompted a fresh call from the Port for the India Pakistan Bangladesh sister Conference to follow suit.

East and westbound surcharges were imposed several years ago because of congestion at Liverpool. Since then the percentage of the penalty has oscillated reaching as high as nearly 20 per cent.

Its complete removal was welcomed by the Mersey Docks and Harbour Company who have conducted a protracted campaign against the surcharges. Two months ago Chief Marketing Manager Jack Frearson was in Sri Lanka stressing the injustice of the penalty charge.

"Any justification for the surcharge has long since disappeared," he said. "We have maintained throughout that complete acknowledgement of the improved service provided by Liverpool was long overdue."

"Now we would hope that the east bound surcharge of 5% will soon be removed and that the I.P.B. Conference will give similar recognition."

● Disused docks redevelopment nearer

Redevelopment of a major site in Liverpool's south docks came a significant step nearer when an option to lease premises comprising the Albert, Salthouse and Canning Docks, was signed by Gerald Zisman Associates and the landowners, the Mersey Docks and Harbour Company.

The development planned for the 50 acre site immediately south of Pier Head, will bring back trade, commerce and 24 hour life to an area no longer used by shipping. The proposals include offices, shops, housing and leisure and amenity facilities.

The Albert Dock Warehouses which are listed as buildings of historic and architectural interest, will be sympathetically restored.

The signing in relation to a lease of 125 years, follows nearly four years of negotiation between the developers and the Mersey Docks and Harbour Company.

"Dunkerque has chosen to bet on the future": Jean Lefol, Chairman of Port of Dunkerque Authority

We must confirm the results already obtained

1979 marked the end of a decade which began with a traffic of 20 million tons and ended on a positive note with over 40 million tons. This progress was made possible, due to the Government's decision to boost the country's coastline and our port as a major centre for trade, hence the building of a deep water harbour, and also due to industrial development (which has unfortunately temporarily slowed down) and to the efforts of Dunkerque's tradesmen.

• Let's not be over-complacent. Further progress of the port depends on two important items, bulk and general cargo.

The only way Dunkerque can retain its place as France's leading port for ore, is to assert itself within the European competition for heavy bulk cargo, for, if the upward trend in 1979 was due essentially to bulk cargo, a sizable share was taken by ore (12.4 million tons) and coal (6.5 million tons).

And this precisely at a time when bulk carriers, owing to the fact that reception areas have reached full capacity, have to wait before entering the Eastern Port where, moreover, the access through the Charles de Gaulle lock imposes a limitation on size.

The race for ever bigger ore carriers brought about by specialization and the demand for cheaper freight rates, requires some measure of flexibility.

This could be achieved by the building of a new heavy cargo terminal on the west side which would be accessible to ships of 22 m draft.

The bulk cargo quay: the backbone of the port's economy

Should this equipment fail to materialize the ports commercial activities would be in jeopardy. We must therefore take our fate into our hands and without any further delay go ahead with the Western Bulk Cargo Terminal, for the government's financial help is playing hard to get. Just as they did for other terminals (seeds, sugar, steel) Dunkerque Port users will have, yet again, to call on private investments like in 1978 when a 310 m x 50 m dry dock was built for 170,000 ton ships and which cost 100 million francs, whereas the floating dock at

Le Havre will cost 300 million francs with the government contributing to 50% of the total amount.

At this time when we're running the risk of losing more traffic, although we're fighting hard to prevent the traffic being diverted, — we can no longer waver. To quote Blaise Pascal who three centuries ago wrote, «You must bet as you have already embarked». Dunkerque elected to bet on the future—after seeking the necessary guarantees from the customers and all those concerned.

Container: a turning point

I come now to the second item: the transport of general cargo. In spite of the crisis, containerization has grown space and is becoming increasingly popular the world over. Its appeal is two-fold, for shipowners this fast means of transport entails a saving on running costs, due to more and more sophisticated container ships, making short stopovers possible, and for shippers, speed and safety prove the reliability containerization.

It is a tough hand for Dunkerque to play as it is situated between Le Havre to the West and Zeebrugge and Antwerp to the East. This is why the recent setting up of the «Dunkerque Ouest Containers» association is likely to bring us some measure of satisfaction. We're convinced that the efficient working of this terminal operator will offer that good quality service looked for by customers and will attract to the Western Port Terminal the oceangoing container ships it needs. 25,000 units of the 57,600 handled in 1979 were at this terminal and although this makes it the 3rd largest container port in France, it is still too little. At present France's Great North Sea Port is a long way from taking full advantage of its assets. The fact that Dunkerque is situated within easy reach of inland areas, (these include the North, Picardie, Les Ardennes, Alsace and Lorraine, in France as well as Southern Germany, Belgium, Luxemburg, Switzerland, Italy and Spain) leads us to hope for a larger share of the market. In the 80's we will undoubtedly see a stepping up of competition in the world of sea transport as shippers and shipowners try to rationalize their operations as much as possible. Dunkerque will be in a good position to take full advantage of the re-distribution of traffic which is bound to follow.

A consensus with the dockers

Efforts on a commercial level are not enough without good industrial relations. In Dunkerque a measure of consensus with the dockers has been achieved. As a result there hasn't been any work stoppage for local reasons, since 1977. These industrial agreements with the dockers have therefore proved to be effective.

A close association with the specialists

In spite of the record tonnage of 1979 Dunkerque must not feel inclined to rest on its laurels, as this must not be viewed as an inducement to slacken the pace but rather as an incentive, because Dunkerque's geographical situation makes it particularly vulnerable to foreign competitors.

Dunkerque, therefore, is working in close collaboration with port users and the Port Authority to co-ordinate any action geared to a better use of French transport channels, in order to capitalize, in the best possible way, on the National Export Drive, thereby making business more dynamic, stronger, and more prosperous.

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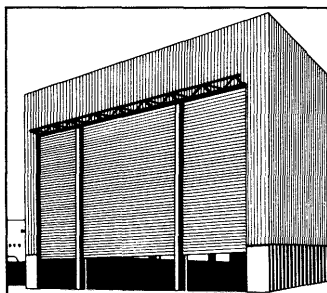
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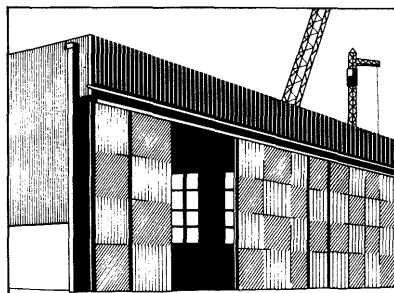
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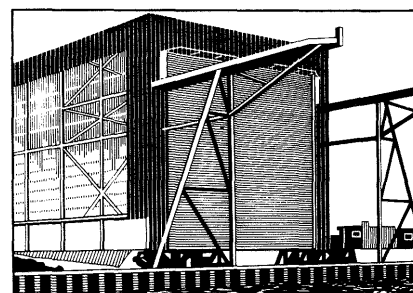
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Entry of Greece into EC to be welcome

Entry of Greece into full membership of the European Community on 1.1.1981 will be also welcomed in the economic and shipping circles of Bremen. With 39 million GRT, Greece will bring the world's third largest merchant fleet into the community, thereby making the EEC the largest shipping group internationally—having a 30% share of the world's merchant tonnage.

Hamburg Port news

• Bulk cargo handling rises by more than 20%

With a growth rate of 15 per cent and total cargo handling of some 63.2 million tons, the Port of Hamburg in 1979 scored another highlight in its development. More than a third of total handled cargo of all German seaports went to Hamburg. The economy is hopeful that 1980 will see a similar positive course, although many imponderables make it impossible to give safe forecasts.

A preliminary analysis of the cargo handling figures, partly based on estimates, indicates that general cargo handling rose by about three per cent to 17.5 million tons, and bulk cargo by more than 20 per cent to 45.7 million tons.

As regards general cargo, this time the emphasis in the growth rate was on incoming traffic, which rose by a good five per cent. For the rest, trends were marked again by a shift from conventionally loaded cargo to the container. Whereas conventional handling dropped slightly, the

quantities of goods loaded and discharged in containers increased by more than 10 per cent to 5.8 million tons. The number of handled containers (TEU) rose to 637,500. As a consequence of this, the containerisation degree of general cargo went up from 30.7 to 32.5 per cent.

• 180 million DM to be invested

As Hamburg's Senator for Economic Affairs, Jürgen Steinert, told journalists, in 1980 some 180 million DM are to be invested in the port. The funds will be used, among other things, to build and expand handling and transit facilities, extend the port, develop the port industry area and take flood protection measures.

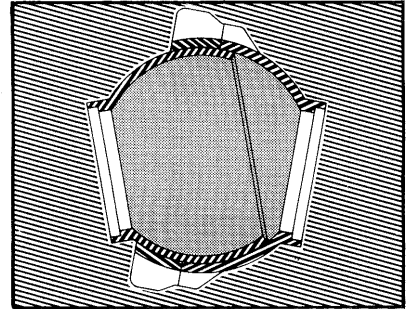
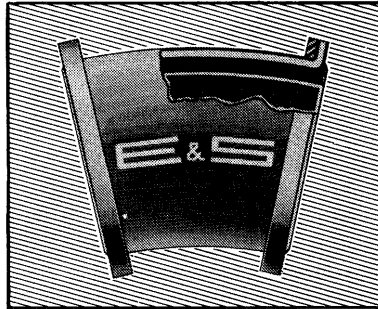
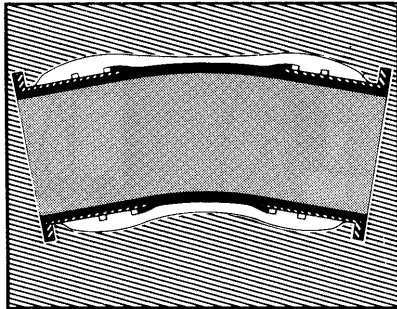
The senator described the construction of a new harbour basin for container transshipment and the development of further tracts in the port extension area as an important precautionary step for the future. Only in this way was it possible to maintain the port's high degree of efficiency.

Port tonnage up 15% in 1979: Port of Amsterdam

International sea-going goods traffic in the Port of Amsterdam increased by 15 percent to a total of 19.7 million tons in 1979. This compares to 17.1 million tons in the previous year.

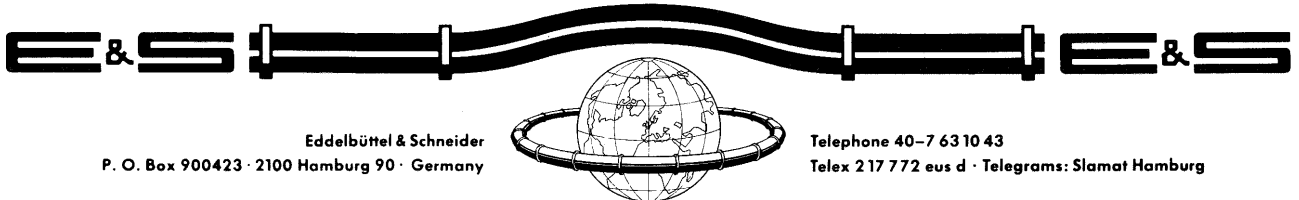
Increases were seen in virtually all cargo sectors. The only exception was grain, tonnage of which went down by 10.6 percent. However, losses in this category were more than compensated for by a sharp rise in the tonnage of cattle fodder and oil seeds.

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Amsterdam remains an important port in the energy sector. Tonnage of mineral oils totalled 5.8 million tons, while coal and coke accounted for 2.3 million tons. Coal is expected to be a major cargo in the coming years. As a result, the Amsterdam Municipal Port Management is of the opinion that plans to build a dry bulk goods terminal at IJmuiden, outside the locks, must go through.

The Port Management last month made another move to bolster port business when two 25-ton cranes were inaugurated at the Coenhaven premises of W.M. van de Velde. Costs of this investment are put at nearly £5 million and the move is a good indication of the port's faith in the future.

7% rise in Rotterdam goods handling

The port of Rotterdam handled seven per cent more goods in the first quarter of this year than in the first three months of 1979. Of a total of 76.4 million tonnes, 58.5 million tonnes were unloaded and 17.9 million tonnes loaded, scoring increases by 6.7 and 10 per cent respectively.

Total transhipments of general cargo, including Lash, Ro/Ro, container and conventional general cargo transports, reached a volume of about 9 million tonnes in the first quarter of 1980, 1.3 per cent up on the volume transhipped in the comparable period of 1979. Arrivals rose by 6.7 per cent to 4.5 million tonnes. Transportation by Lash vessels continued to decline, dropping by 32 per cent from 466,000 to 316,000 tonnes. Arrivals by Ro/Ro vessels, on

the other hand, rose by no less than 35.6 per cent from 354,000 to 480,000 tonnes. Container unloading increased by 9.8 per cent to 2.2 million tonnes.

Container loadings in the first quarter of 1980 rose by 6.5 per cent over the comparable period of 1979 to reach a volume of 2.5 million tonnes.

Rising goods trend at Port of Gothenburg in 1979 continues in 1980

The import via the Port of Gothenburg of dry cargo rose by 14 per cent last year while the export of the same category went up 7 per cent. General cargo rose by 9 per cent. The import of oils increased by 7 per cent and the export of oils by no less than 79 per cent.

The rising trend continues into the new year with January-through-March figures showing an increase of 28 per cent compared with the same period 1979.

In 1979 ships from 51 nations made 16 208 visits to the port. The total net register tonnage of visiting ships was 34 166 106 against 32 337 086 in 1978. Swedish ships topped the list followed by Norway, Great Britain and West Germany.

The port's financial result for 1979 after depreciations and interest costs showed a small profit of 3.3 m Swedish Kronor [£ 345 000] on a 107 m Kronor turnover.

When considering the small profit margin it should be pointed out that the Port of Gothenburg, contrary to some

(Continued on page 42)

Hitachi Container Terminal Systems— raising standards in the handling industry

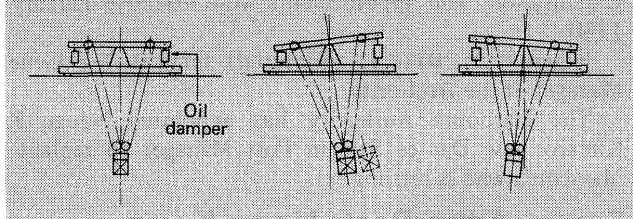
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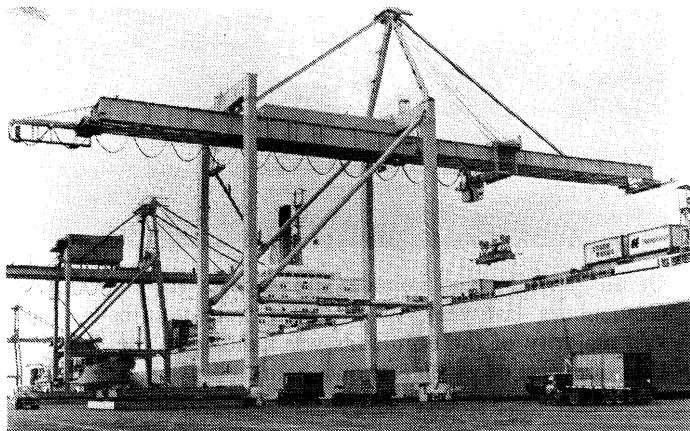
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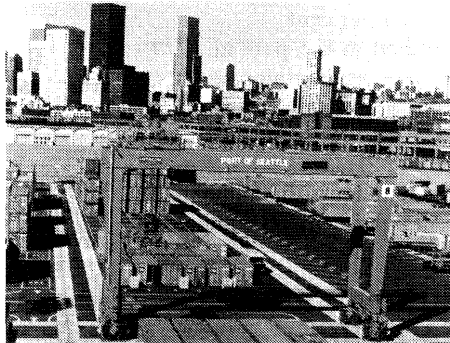
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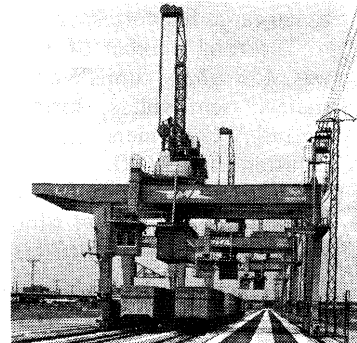
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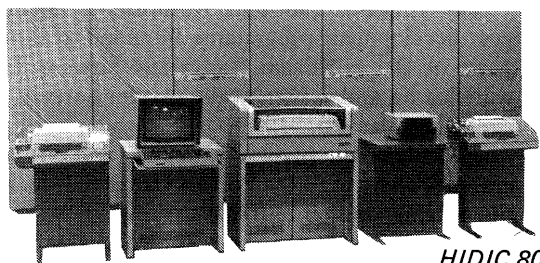
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(Continued from page 40)

other European ports, gets no financial aid whatsoever from the state or local government authorities.

Unit loads now have 78% of Gothenburg's general cargo traffic



Of all general cargo imports and exports via the Port of Gothenburg last year, 78 per cent were unit-loads. The vast majority of the unit-loads was handled in the Skandia Harbour (part of which is shown here).

A new sign on the unit load traffic's growing dominance is given in the Port of Gothenburg's statistics which show that unit loads rose to a new peak of 78 per cent of the general cargo export and import in 1979, while conventional cargo fell correspondingly to 22 per cent.

The total number of units handled in the port in 1979 was 455 533 ["units" defined here as containers, flats, trailers, semitrailers, lorries and lorry-trailers in ro/ro traffic]. Containers numbered 155 984 and trailers/semitrailers 105 600.

Measured in twenty-foot equivalent units the number of containers was 210 794 which is 11 per cent up compared with 1978.

Five-year development plan in progress: Tanzania Harbours Authority

The Tanzania Harbours Authority is undertaking a five year development programme intended to expand its major ports of Dar es Salaam, Tanga and Mtwara. Improvements will also be undertaken at the smaller ports of Lindi, Mafia, and Kilwa Masoko.

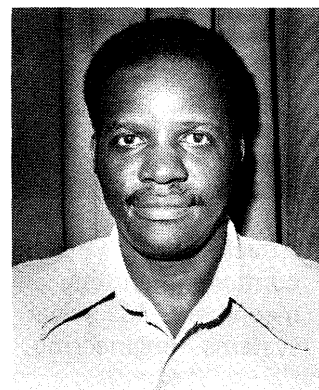
The plan will involve widening and deepening of the entrance channel to the Port of Dar es Salaam and provision of container and oil terminals.

On completion of these projects, Dar es Salaam will expand to 13 berths, with a special berth for containers. There are 11 berths at present.

In other ports, major developments include modernisation of existing facilities at Tanga and improvements to



Mr. N.P.S. Macha



Mr. P.C. Bakilana

jetties at Kilwa Masoko and Lindi.

The President of the United Republic of Tanzania, Mwl. Julius Nyerere has appointed Ndugu Peter S. Macha MP. (pictured) the new Executive Chairman of the Tanzania Harbours Authority. Mr. Macha replaces Mr. Peter A. Kisumo who becomes Chairman of another Parastatal Organisation. The appointments were effective January 5, 1980.

Ndugu P.C. Bakilana (pictured) remains the General Manager of the Authority.

The Harbours Authority has appointed Ndugu J.N. Kimaro new Dar es Salaam Port Manager to replace B. Mandanda who is retiring.

Facts of the Port: Hong Kong

Hong Kong has one of the most perfect natural harbours in the world—it ranks among the three best, along with San Francisco and Rio de Janeiro.

The port has always been a key factor in the development and prosperity of Hong Kong, which is strategically located on the Far East trade routes and is in the geographical centre of the now fast-developing Asia-Pacific Basin region.

Administration

Responsibility for administering the state-owned port is vested in the Director of Marine. The Port Executive Committee advises him on the shipping, commercial and other changing needs of the port, while the Port Committee advises the Governor on all long-term planning.

The Marine Department ensures that conditions exist to enable ships to enter the port, work their cargoes and leave as quickly and as safely as possible. It is concerned with the many aspects of safety standards on all classes and types of vessels, from the largest oil-carrying tankers to the smallest passenger-carrying sampans. It also supplies all the navigational aids, maintains ocean mooring buoys, manages the Hong Kong-Macau Ferry Terminal and administers public cargo working areas.

But the Marine Department neither controls nor operates any of the ocean shipping alongside berthing facilities, nor the transit sheds or warehouses associated with them, nor the container complex. These are all operated by private enterprise—making the port unique in that it is not administered by a Port Authority.

Shipping

During 1979, a total of 103,023 vessels of 117 million

net registered tons entered and cleared the port and, of these, 19,710 were ocean-going ships. This does not include local craft whose movements to and from the 14 minor ports in the territory are astronomical. At any one time there are about 130 ocean-going vessels and 5,000 local craft working or underway in the harbour.

Total deadweight tonnage of cargo discharged by ocean-going vessels in 1979 was 20 million tonnes compared with 19 million tonnes in 1978. Cargo loaded was 7.4 million tonnes, compared with 6.7 million tonnes in the previous year. River trade involved 2.2 million tonnes of cargo—mainly foodstuffs from China for local consumption—being discharged, and 280,000 tonnes of export cargo being loaded.

A sample survey recently carried out revealed that, on average, conventional ships working cargo at buoys are in port for 2.8 days and container ships are here for just 21.5 hours, including steaming, berthing and unberthing time.

Containerisation

The Kwai Chung Container Terminal, located in the north-western part of Victoria Harbour, has six berths totalling more than 2,300 metres fronting on to more than 85 hectares of cargo handling space, which includes container yards and container freight stations. Up to six 'third generation' container ships can be simultaneously accommodated and worked at these berths, all of which are operated by private companies or consortia. A mobile, floating, roll-on-roll-off ramp is run by one of the terminal operators.

Throughput at Kwai Chung was the equivalent of 1.304 million 20-foot containers in 1979.

Port tonnage brief review: Kuching Port

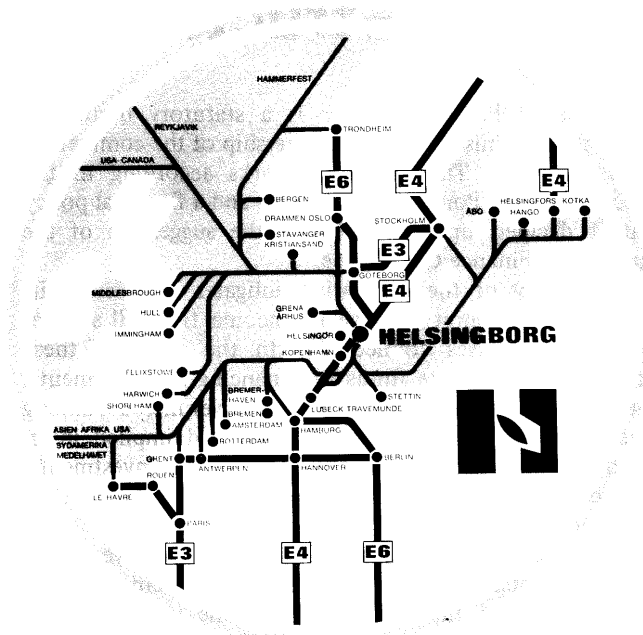
For the year 1979, dry cargoes tonnage handled by the Port rose by 11.5% over 1978's figures. Imports traffic increased by 7.7% while export went up by 35.3% to a record level of 125,710 revenue ton.

Export tonnage, for the first time, handled by the Port passed the 100,000 tons mark to reach 125,700 tons in 1979. Favourable and stable world prices for pepper, vegetable oil and sawn timber resulted in increases of exports of these commodities. General cargoes, mainly assembled vehicles, also increased by 48% to 82,211 tons when compared to 1978's figures.

Liquid cargoes handled at Biawak Wharf registered an increase of 6.8% over 1978 tonnage of 117,918 tons.

1978 was the first full year since the New Scheme of employment for port labour was implemented in November 1978. Productivity rates, on ton per nett gang hour basis, increased tremendously when compared to 1978's rates. Labour productivity for break-bulk ships rose by 46.9% to 30.4 tons per nett gang hour while that for palletised ships jumped to 68.1 tons per nett gang hour—an increase of 60.2%.

YOUR PORT



IN SCANDINAVIA

Helsingborg is the natural port for seaborne cargo to and from Scandinavia and Finland linked by direct regular lines to major world ports, and to all Nordic trade centres by frequent feeder services.

Sophisticated methods for transshipment have developed Helsingborg into a considerable basic port in the North. The equipment is designed to perfection to meet shippers' most demanding requirements for accurate handling of deep-sea and short-sea tonnage.

Container gantry cranes as well as multi-purpose jib cranes and transtainers are available for LoLo operations, while a number of berths are equipped with adjustable ramps for RoRo ships. The handling equipment for break-bulk and bulk cargo is of excellent quality with adjacent storing facilities, such as sheds, silos, cold stores, tanks etc.

A new port project comprising 25 hectares of land — ready for operations in 1982 — is under construction. The new facility, named the West Harbour, is designed to include two basins with wharfs of 1,100 m length and up to 13 m depth. Four RoRo berths with adjustable ramps will also be available.

YOUR PORT IN SCANDINAVIA is most suitable for transshipment by sea, road and rail — at low operating cost.



PORT OF HELSINGBORG
—it pays off to go there

P.O.BOX 1434 S-25114 HELSINGBORG SWEDEN TELEX 72215

PORTS and HARBORS — JULY-AUGUST 1980 43

Israel's Port Charges: Structure and Comparison

The Israel Ports Authority is a statutory body that unites the administration and ownership of the commercial ports of Israel. The authority works according to the directives of the Ports Authority Law and a financial policy that it decided upon in 1963 at the suggestion of the Authority's Finance Committee.

The policy of the Authority obligates it to cover its expenses, to attempt to have its income from all services cover the expenses connected with the giving of these services, and to create funds for financing its investments. The expenses that the Authority must cover include, among others, capital expenses—amortization and implied interest—according to the revaluated cost of the investments. The revaluation of the fixed assets is done yearly, in accordance with relevant price indices.

The Authority has actually succeeded in covering its expenses through its income, without government help.

Some 92% of the Authority's income is earned from charges that are levied on cargoes, 6% from levies on vessels, and 2% from other sources. About half of the cargo charges are collected as "wharf fees," a tax of 2% on the value of imports. In 1978/79, 70% of the imported cargoes paid a wharf tax that did not exceed \$5.50 per ton and that earned less than 22% of the total wharf tax collected; 0.4% of the most valuable cargo paid an average of \$291 per ton and contributed 11% of the income in this category. Wharf fees are not collected by ports in other countries, which instead customarily levy "general charges" on vessels or on cargoes. This fee provided an average of some 36% of the port income in a sample of 15 ports that themselves provide services to cargoes, as do Israeli ports.

In fiscal 1979/80, the expenses of the Authority will come to IL 2.9 billion. Of this sum, 46% go for salaries and benefits to workers, 36% for capital expenses—amortization and interest—and the remainder for overhead and miscellaneous expenses. Capital expenses include IL 530 million amortization and IL 515 million interest. Of these expenses, 64% were in connection with infrastructure investments, like breakwaters and jetties.

The Authority's charges are levied so as to encourage the shipping of unitized cargoes and direct shipment.

Its charges consistently discriminate in favor of export cargoes, which are not subject to the wharf tax and which, when unitized, are exempt from portage charges (this cancellation is temporary until 31.3.80). All exports also enjoy lower tariffs than do imports. Some 85% of the Authority's income from charges levied on goods are collected from imports, and only 15% from export cargoes. All port charges on the latter together constitute about 0.7% of the value of the export cargo; but on imports, they amount to 3.3% of their value.

A comparison of the institutional structure and financial policy of the Israel Ports Authority with those of ports of the European Economic Community shows the following:

- Israel is the only country, except for Ireland, in which all the ports are "autonomous," independent economic units, not divisions within the national or municipal government.

pal government.

- Israel is the only one in which all its ports give all port services directly and not through subcontractors.

- The ports of Israel, like those of Denmark, Ireland, and the U.K., must themselves finance all their investments—and calculate amortization and interest on the investments—but in contrast to these countries, Israel's ports do not benefit from cheap loans.

- Most ports in the EEC countries, as with Israel's, must balance their budgets, but the definition of expenses has much wider latitude in Israeli ports.

Continental ports—examples are Rotterdam, Dunkirk, Antwerp, and Hamburg—benefit from subsidies and relief in calculating their expenses:

- capital grants, investments funded by the state or local authority;

- work undertaken at the expense of the state, like dredging outside the ports (for example, approach channels).

- writing off debts or covering operational deficits.

If these ports had to cover all their expenses, they would have to raise their tariffs by 29% to 78%. Subsidies reduce their expenses by 22% to 44%. To understand the policy of subsidies at European ports, it should be kept in mind that Common Market countries compete among one another for cargo shipments. Israel behaves the same way in giving rate relief to transshipment cargoes and to cargoes using the "Ashdod-Eilat Landbridge."

It is difficult to compare the level of tariffs at Israeli and other ports because of the 2% wharf tax collected on the value of import cargoes; this type of tax causes high-value imports to subsidize low-value imports and imports in general to subsidize exports. Any comparison of port charges that includes the wharf tax levied on specific, defined goods will show only that if the goods are expensive, they subsidize; if cheap, they are subsidized. The comparison with other ports will be good only for the same goods but meaningless for an overall evaluation of the port tariffs in Israel and other ports.

For the purposes of a proper, comprehensive comparison, the charges collected from all kinds of cargo must be weighted according to their quantity handled in the port. An "average wharf tax" will be obtained from this weighting. Comparison of port charges that include the average wharf tax will enable a proper evaluation to be made of tariff levels in Israel. The average wharf tax is equal in level, approximately, to all the other charges that are levied on cargo in Israel's ports. The comparison method for this paper was chosen accordingly: in each case that Israeli port charges without wharf tax—are not lower by 50% or more of the total port charges in the comparison ports, they are considered as higher than the comparison-port charges. This method of comparison neutralizes the mutual subsidy factor that is included in the wharf tax structure in Israel's ports.

The results of the comparison must be viewed with a certain caution and be taken as an indication only. The

limitations of the comparison are as follows:

- in some of the ports—though not Israel's—discounts are continuously given, and there is no authorized information on their scope;
- comparisons based on accounts paid are haphazard, and there is no certainty that they represent averages,
- data collected from tariff lists do not include special payments like those for third-shift work, holiday work, or payment to speed up handling;
- at different ports, services are included that differ from port to port though they bear identical names, like portorage, stevedoring.
- the "general charge" levied on vessels at comparison ports is included in this work when comparing port charges levied on ships, despite its being intended to cover expenses that Israeli ports cover with the wharf tax;
- taxes and charges levied on ships by the municipality—when it owns the port—are not included in the comparison.

The findings can only show whether the port is expensive or cheap from the viewpoint of the cargo owner. They do not show if it is objectively cheap, considering natural and other conditions, from the viewpoint of the port.

The findings show that the charges levied on vessels in Israel's ports are much lower than those in Western European ports, but are not substantially different from those at Italian ports that have the same natural conditions as Israeli ports.

Comparison of portorage and stevedoring fees at Israeli and other ports show this:

- For most imports and exports, these fees constitute less than 50% of similar charges at comparison ports (excluding the wharf tax). This leads to the conclusion that these charges are lower in Israel.
- An exception is the container tariff for imports, which is higher at Israeli ports. (The average charge—not weighted—for all containers, imports and exports, is relatively higher in Israel, too.)
- None of the European ports compared had any tariff discrimination favoring exports.

Basic changes in the fee structure of the Israel Ports Authority, especially the complete or partial abolition of the wharf tax, are possible only if any reduction in income in one category is compensated by an increase in income in another. Reduction in income from the wharf tax will necessitate an increase in income from charges levied on vessels and from portorage and stevedoring fees. A change of this type will affect exports in two ways:

1) The payments levied on import cargoes that are raw materials for export-producing industries will increase, since raw materials, which are cheap, are subsidized by the wharf tax levied on high-value imports.

2) While the percentage of fees collected from ship-owners will increase—like vessel fees and stevedoring—there will be no chance to prevent their being passed on to the freight rates, which will fall on export cargoes, too.

The Israel Ports Authority completed its 1978/79 fiscal year with a surplus, at a rate of 3% of its income. If this is not just a one-time result, but a consequence of becoming more efficient, it would be possible to reduce some charges without simultaneously raising other charges for compensation.

The possibility of lessening fees through savings in expenses was not investigated. The figures on the reduction of the number of Authority workers in recent years demonstrate its efforts at achieving efficiency. The possibilities of reducing expenses by a change in accounting methods are most limited:

- Including amortization according to replacement prices is obligatory in inflationary periods in order to enable the Authority to renew its investments from own resources.

- Charging calculated interest on property is necessary because the Authority sets fees that do not leave a profit. Cancellation of calculated interest would cause the use of capital without paying for it.

- The rate of calculated interest was adjusted from time to time to changes in the capital market. Recently the interest was reduced from 9% to 8%. An additional reduction of 1% would bring about an "accounting" saving of 2.3%, but it would lower the interest to less than bank interest.

If the intention is to reduce or to cancel the wharf tax, it should be done gradually. It can be set at 1.5% of the value of imports while simultaneously raising all other charges by 25% (except for warehousing fees and silo services).

Considering the competition from airfreight, a ceiling might be set for the wharf tax per ton. If this would be set at \$60 per ton, it would benefit cargoes that constituted 2.5% of all cargo handled at Israeli ports in 1978/79; and if the quantity of cargo did not grow as a result, the income from the wharf tax would be lessened by approximately 16%.

Future looks promising for Mina Qaboos: Port Services Corporation, Sultanate of Oman (See front cover also.)

Unique Merger

The Port Services Corporation was established a result of a merger between former Qaboos Port Authority (Government run) and Oman Port Services Company (Privately run) the former being responsible for all harbour/marine operations and the latter for stevedoring and cargo handling. The two companies were amalgamated on 1st January 1977 in one company under the name of 'Port Services Corporation Ltd.' with 60% Government funding and 40% private financing.

The amalgamation has resulted in many economies apart from an improved co-ordination between marine and cargo operations delivering better services to the port users. Since its establishment the Port has been keen and active to modernise the methods of managing this public utility to raise it to the standard of the most advanced ports in the world.

Service

Mina Qaboos, with its nine deep water berths, three shallow draft berths and one berth for launches is designed to handle over 2M DWT of cargo a year. At present, it is handling half the capacity with 1,000 vessels calling every year.

(Continued on next page bottom)

Redevelopment of Area No. 2; "Garden Pier" — Port of Nagoya

Memorial tree planting to be held on the occasion of the 12th IAPH Conference —

Today, Nagoya Port Authority, as a link of the chain of its movement to be loved by the people, has been pushing forward Area No. 2 redevelopment work at full speed.

Area No. 2 lies at the innermost part of Nagoya Port and a subway station is located therein. Many port related firms, government and public offices, stores, shops, etc. stand together. General citizens find there very easy approach to the port.

At Area No. 2, there are East, Central and West Piers.

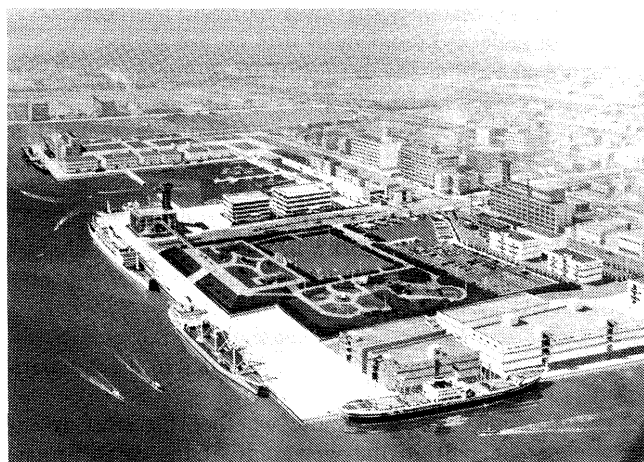
Facility integration works were completed years ago in the three piers in this port and they have long played the role of the port front gate.

However, in the recent years, sign of superannuation is clearly visible and they are no longer capable of meeting modernization demand of transport innovations and loading and unloading pattern, which has necessitated the redevelopment this time.

Back in 1974, the work was started with the completion goal set at 1983. The basic plan of Area No. 2 redevelopment is set at meeting social demand of environmental preservation and urban landscaping; at completing "Garden Pier loved by citizens" where general citizens can light-heartedly enjoy the air of the port; and at the same time, as making the area into one capable of meeting modern loading and unloading patterns.

The Substance of the redevelopment work includes:

- (1) East and West Pier wharves will be improved so that



large size freighters can bring themselves alongside. They will be made facilities highly flexible and capable of coping with future changes of loading-unloading system.

- (2) Small ships and vessels of variety lying dispersed around Area No. 2 will be collected and accommodated at a vessel pool which is to be made between West and Central Piers. A pleasure boat base will be placed at the center of Area No. 2.
- (3) Sea space between East and Central Piers will be reclaimed to produce a land about 50,000 m² large, wherein a green ground and an open field will be made. They will be made in such a manner as are loved by people and will be located therein.

Of them, East and West Pier facilities were already com-

(Continued from page 45)

The Port handled 724,100 tons during 1979 including over 21,000 vehicles. Also, during the year, over 12,100 TEUs were handled recording an increase of about 30% over last year.

The Port has a reputation for fast and efficient cargo handling enabling quick turn-round of vessels. With round-the-clock berthing/unberthing of vessels and stevedore operations, this was the first port in the Gulf area to be cleared of congestion. A container terminal is planned to be completed by early 1981 which will be fully equipped with two highly sophisticated 35T gantry cranes supported by heavy duty top loading forklifts.

The Port is fully aware of the latest cargo handling techniques and the trends in the maritime commerce which are taken into consideration in modernising and planning the port equipment and operations.

Transshipment Trade

Mina Qaboos is situated at the entrance of the Gulf and as such is naturally the first port of call for the vessels plying the Gulf waters. This has gained tremendous importance to this Port for transshipment trade which although not sizeable as at present, is expected to rise substantially with the installation of specialised container

handling quay cranes. This will also boost up feeder services operating to the lower Gulf and the Indian sub-continent particularly those ports bedevilled by congestion.

Training

PSC has embarked on ambitious training schemes in all areas. At present training programmes are conducted for Tally Clerks, Equipment Drivers and Tradesmen in addition to English courses which are open for any employees wishing to improve their English language. Employees with a potential to further their prospects are sent to short term courses in various operational areas to the Port of Singapore and London. The incompany training programmes have speeded up the process of Omanisation at all levels with more and more qualified Omanis replacing expatriates in almost all departments. At present out of a total complement of 1158 employees, 804 are Omanis and 26 of them on the management staff which indeed is a great achievement when compared with a figure of 15 immediately after the merger. The plans are being worked out to provide a fully equipped central training workshop inside the Port premises to assist the present on-the-job training. The training has also played an important part in bringing down accident rate in the Port and ensuring safety of the men and machinery.

pleted and, at present, for Garden Pier construction, land creation together with south-side wharf works are in need of early completion.

This Garden Pier was, at the suggestion of a panel meeting of "Making Nagoya Port loved by people" consisting of members unrelated to the Port Authority (chaired by Prof. Hirotaro Iseki, Nagoya University) came into being as a redevelopment plan, and its basic plan goes as follows:

- (1) At Area No. 2 Piers will be built a symbol ground where people happily visit and can enjoy staying with love to the port.
- (2) For uplifting people's recognition and understanding of the port, and exhibit house for maritime knowledge dissemination will be set up.
- (3) Easy-to-visit information desk, a restaurant, a tea-house, etc. will be furnished.
- (4) An observation house commanding broad port view and giving direct sight of port activities to the visitors for their understanding will be built.
- (5) A green park where local people, port-related people, tourists and all other visitors can relax in comfort will be completed.
- (6) In the light of the parking congestion foreseen in and around Area No. 2, a large scale parking area will be provided. Concretely, in the midst of 50,000 m² large land, a green ground (39,000 m²) will be placed. Therein will be located a meeting plaza (7,000 m²) equipped with a stage where varied entertaining programs can be performed, the Port Festival included. Centering thereon, on the south side will be a "Lawn Field" on a slightly raised ground (8,000 m² and 8 m in height), on the east side will be a "Lawn Theater" (4,000 m²) with a fountain and a "Recreation Ground" (2,500 m²) with a pond, all properly distributed. On the southwest side bordering on the pleasure boat landing will be built "Port Buildings" (5,000 m² of floor space in total) wherein will be a tourist information office, a hall, a pleasure boat ticket window, a tourist group waiting room, shops, stores, restaurants, etc. In particular, on the second and third floors will be an exhibit room, a double purpose space of an auditorium and a movie show room combined, etc. An observation tower soaring about 60 meters from the ground will be built on the roof of the Port Building. The parking area will be at the pier base with capacity of 30 sight-seeing buses and 300 sedans. For not spoiling the beauty of the view, the area will be encircled by a planted tree belt.

The total cost of the redevelopment will, including those for wharves and others, amount to about 8 billion yen (about 32 million dollars). Land-creation, transit-shed removal and south-side wharf integration works are slated to be completed by March 1981. Soon thereafter, port building designing and green-land and green-plaza works will be started as it is planned on the present stage.

At Garden Pier, about 80 different species of plants which are looked upon as typical plants growing in world ports will be chosen upon inquiry and will be planted to show that the Port of Nagoya is tied with each port and harbor of the globe by sea, and the plan is in an attempt to make visitors feel world port closer to them. As 1981 falls

on a memorable year of the 30th anniversary of foundation of the Nagoya Port Authority.

At the 12th Conference on the International Association of Ports and Harbors scheduled in May next year, prior to port observation cruise and in total attendance of all participants, tree planting by IAPH officers will take place in commemoration of the anniversary.

Indian Member ports — Traffic during the quarter 1979

Bombay Port (July-September 1979)

The Port handled 38.54 lakh tonnes of traffic which was 0.79 lakh or approximately 2% higher than 37.74 lakh tonnes of traffic handled during the corresponding quarter of 1978. Imports contributed 26.08 lakh tonnes during the quarter under report which were lower by 0.88 lakh tonnes than the imports of 26.96 lakh tonnes during the corresponding quarter of the preceding year. The fall in imports was more than offset by the exports. The volume of exports handled during the quarter was 12.46 lakh tonnes as compared to 10.79 lakh tonnes during the corresponding quarter of the preceding year. Thus the rise recorded in exports was 1.67 lakh tonnes or almost 15 per cent.

On the import side the fall in traffic was mainly due to 1) Vegetable Oil 2) P.O.L. 3) Cement and Cement Clinker and 4) Miscellaneous.

On the export side commodities registering higher volume of traffic during the quarter were 1) Oilcakes 2) Sugar 3) P.O.L. and 4) Miscellaneous. Iron and Steel and Vegetable Oil register a lower volume of traffic during the quarter.

Cochin Port (in October 1979)

The total volume of traffic handled at the Port recorded an increase by 12.1% to 5.04 lakhs tonnes from 4.51 lakhs tonnes in the preceding month. Both imports and exports recorded increase, the former by 10.7% and the latter by 20.8%.

Kandla Port (July-September 1979)

The total traffic handled during the quarter under review was of the order of 7.10 lakhs tonnes comprising 6.01 lakhs tonnes import & 1.09 lakhs tonnes export against a total traffic of 12.03 lakhs tonnes handled in the corresponding quarter of previous year consisting of 10.75 lakhs tonnes import & 1.28 lakhs tonnes export.

Visakhapatnam Port (July-September 1979)

The total traffic handled during the quarter July 1979–September 1979 decreased to 2.80 million tonnes from 2.91 million tonnes during the corresponding quarter of the previous year. The decrease is due to decrease in the exports and transshipment cargo.

The increase in imported traffic is due to increase in the imports of finished fertilisers, sulphur, rock phosphate, petroleum and petroleum products, manufactures of iron and steel, machinery and other general cargo.

VOICE — "I would like to know"

Question 8006 :

The purpose of this letter is to bring to the attention of the international shipping and port community of certain practices currently prevailing in Mauritius.

2. Port Louis Harbour, which is the only port in the island of Mauritius has, since November, 1979, been beset by congestion due to various factors including adverse weather conditions. Conference Lines serving the trade have promptly imposed "Port Detention Surcharge" reaching 50% on all general cargo to Port Louis. Despite this congestion which prevailed in the Port, vessels carrying only containers were handled in priority consistent with the guidelines for berthing in Port Louis Harbour. In return for this priority handling, the vessel was required to waive the "Port Detention Surcharge", if any.

3. However, with tremendous efforts from all parties concerned, a marked improvement in the port situation has been achieved since April, 1980; berthing delays have been completely eliminated. In view thereof, the Port Authority has been pressing the Conference Lines to reduce if not completely remove the current "Port Detention Surcharge" which is considered as unjustified. Regrettably, some Conferences are still maintaining a rigid stand. Also, it has been brought to the Authority's knowledge that shipowners are reluctant to carry cargo in break-bulk form to Port Louis and they insist on groupage in containers in order that their vessels may obtain priority working in Port Louis Harbour. Although these vessels benefit from container priority, "Port Detention Surcharge" continue to be imposed. The arguments put forth by the local agents for the Conference Lines are that the "Port Detention Surcharge" claimed is to cover costs of groupage carried out for ships' convenience whereby they could enjoy priority berthing. In other words importers of cargo in LCL containers are still paying "Port Detention Surcharge" which are considered as irrelevant and at current levels might be out of all proportion to the groupage costs incurred. If Conferences are only prepared to offer a container service (as opposed to a conventional break-bulk cargo service) they should say so, and make known the groupage and other charges in clear unambiguous terms. In our view, it is more than "unfair" to call it "Port Detention Surcharge" when it is not so.

4. We should like to know what are the practices in other ports, and would also welcome comments.

Director-General
Mauritius Marine Authority
P.O. Box 379, Port Louis Harbour
Port Louis, Mauritius

Replies to Cyprus Port Authority's Questions on Warehousing of Goods in Port Stores

(Question 8001 : refer to the Jan-Feb issue.)

By Mr. Lennart Bergfelt, Legal Adviser,
Port of Gothenburg, Sweden:

On advice by Mr. André Pagès, chairman of the committee on legal protection of Port Interests, the Secretary-General Dr. Hajime Sato has asked me to give my comments to your questions.

I know that you have sent your questions to various Port Authorities, among them the Port of Gothenburg, where I am legal advisor. I hope you have got many useful answers which can help you to solve your current problems.

In this situation I can just give you some information about the relations internationally agreed between the Customs Authorities and all parties interested in an well developed international trade. We all know what a simple, effective and fast customs clearance means to the international trade.

Of this reason there are since many years international conventions aimed to facilitate trade between the countries. I can mention the international convention 3.11.1933 on facilitation of customs procedures. With this convention as a basis for an ever simplified international trade there are many conventions and agreements on various items within the Customs area.

There is also a Council for cooperation within the area working in Brussels. This Council works world-wide and has about 60 members of which I can mention the United States and Australia. The Council works with three working committees, which have meetings at least twice a year drafting new and even more simplified changes in current agreements to the benefit of international trade. Questions and problems can be sent to the Council for its advice.

Of course there are also other organizations—more or less world-wide—working on the matter such as the European Economic Commission in Geneva. A special transportation committee works on a further simplification of transportation of containers between and across the countries.

In 1965 a Convention on Facilitation of International Maritime Traffic was adopted within IMCO. In an annex to the convention we find "Standards" and "Recommended Practises" which are agreed by or recommended to the contracting states. A section 2 deals with "Arrival, Stay and Departure of the Ship". To a great extent this section regulates what documents are necessary for custom clearance, etc. A permanent Facilitation Committee works currently with suggestions from the contracting governments on further improvement and facilitation of maritime traffic. A new addition of the Convention and its Annex by 31 July 1978 can be ordered from IMCO, London.

Finally I will mention that UNIDROIT, an intergovernmental organization for the unification of civil law is now working on a convention on the liability of international terminal operators. Transportation by sea, by road, by railway and by air is regulated in internationally adopted conventions. However, there is a gap when the goods are at

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